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PUBLICATIONS
OF THE
NAVY RECORDS SOCIETY

VOL. XVI.

GREAT SEA FIGHTS

1794-1805

COLOURS OF THE BATAVIAN FLEET AT CAMPERDOWN

FLAGS OF THE BATAVIAN REPUBLIC 1796.

For Ships of War.

Pennant (standard)



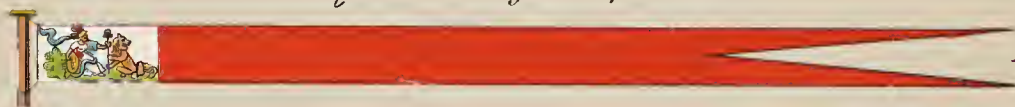
Ensign



Jack



Squadron flags and pennants:



(Admirals flags)



Merchant ships wore the old Dutch flag

L O G S
OF THE
Great Sea Fights

1794—1805

EDITED BY
T. STURGES JACKSON
REAR-ADMIRAL

VOL. I.



PRINTED FOR THE NAVY RECORDS SOCIETY
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INTRODUCTION

THE logs of H.M.'s ships were some years ago removed from the Admiralty to the Public Record Office, where those of earlier date than 1840 are accessible to the public. In order to throw all available light on many controverted details, as well as for the convenience of students who have neither time nor opportunity to consult the originals, the Council decided to print the logs of those ships which took a part in the great sea-fights of the last wars with France and her allies.

During this period there was apparently no such thing as a ship's log-book, in the present sense of the term. The official record was the master's log. As long as a master of a ship held his post this was to all intents and purposes the ship's log. On the death or supersession of the master it was sent into office with his journal and his certificates. Thus it was not a continuous record kept on board as long as a ship was in commission. In some cases, where the master was killed in action, no record of the ship's proceedings in that action can be found. In addition to the logs, journals were kept by captains, lieutenants and masters, and like the logs were sent

into office on the death or supersession of these officers. As a rule these journals were copies—more or less imperfect—of the remarks' column of the master's log. In these volumes the master's log has been accepted as the official record, and has been copied in preference to others. When no master's log can be found at the Record Office some officer's journal has, if possible, been substituted.

The accounts of the battles given in the logs vary greatly in value. Some contain mere bald statements of the fact that the ship has been in action, and give few or no details. One or two are mere pieces of special pleading, evidently intended to serve as apologies for want of success, or as excuses for misconduct. In most will be found much uninteresting verbiage ; and, on the other hand, in many there is much that will assist the student to form a just idea of the movements of each ship.

The speed, courses steered, and winds have only been inserted in the case of the Commander-in-Chief's ship in each action. The movements of the others so entirely depend on the flag-ship that their reckoning is inevitably valueless.

It is often very desirable to fix the time at which an event occurred during an action, but it is generally impossible to do so. The time kept on board the different ships varied greatly. The hour of noon was ascertained roughly by the meridian altitude of the sun, after which the bells were struck when a half-hour glass had run out. From the fact that minutes are generally exactly recorded during an action, especially in the signal logs, it is evident

that the officers taking notes were in the habit of using watches. But the ship's mean time to which the watches were set was probably that shown by the bells. Though it is extremely difficult to ascertain the absolute time of any particular occurrence, it is comparatively easy to determine the interval between two occurrences of importance. By comparing the time at which some striking event has occurred, or some important signal has been made, according to the logs of two different ships, a correction can be made which harmonises the two records. It is usually of much greater importance to determine the relative than the absolute time at which an event occurred. Thus it is immaterial whether Nelson at St. Vincent ordered the Captain to be wore at 12.40 or 12.50 P.M. But it is of great importance to determine whether he acted in compliance with the signal to take stations for mutual support, or whether that signal was made after, and probably in consequence of his having quitted the line. When an attack has been made in succession the accounts given by officers of the leading ships frequently tend to show that they were unsupported for some considerable time. Nelson made this complaint after St. Vincent. The same has been said of the *Zealous* at the Nile and of the *Royal Sovereign* at Trafalgar. Comparison of the logs will show whether the ships in question were really isolated, or whether the idea arose from inability to see the movements of other ships, or because nervous tension made the interval seem longer than it really was. In many of the logs no time has been recorded for occurrences of

considerable importance. In a few cases a rough shot may be made by noting the hour opposite which the entry has been written. But this plan is not worth much, as the master of the old days wrote his remarks where they would fit in, without regard to the hours column of the log. In the case of the journals it is often almost impossible to ascertain the times at which events occurred, and frequently difficult to distinguish between A.M. and P.M. The state of the weather was usually recorded at the end of each watch, and the entry 'ditto weather' often serves as a rough indication of the hour.

Until the year 1805 the log was dated when it was copied from the log-slate; that is at noon. Thus the log of June 1st began at noon on May 31st, and ended at noon on June 1st. This system of dating is puzzling to a reader and has not been retained. The dates given have been altered to those of the civil day.

The signal-book used in Lord Howe's actions was the latest edition of his own code. At that date it does not appear to have been printed, and each ship in his fleet was supplied with a MS. copy. That used on board the Culloden has been included in these volumes. It is apparently complete as regards general signals, but the 'private ship' signals, that is, those made by private ships to the flag-ships, are missing. The signal code used at St. Vincent and the Nile was a modification of Howe's book. The numbers of the signals were changed, but their signification was often expressed in the involved language characteristic of the illus-

trious author. Thus it will be seen that the signal to pass through the line was then still declaratory of the Admiral's intentions instead of conveying a direct order to carry out the manœuvre. Collingwood has caused the whole of this signal to be twice copied in the Excellent's log, perhaps as an explanation of his having omitted to carry out Jervis's intentions until the signal was specially repeated to the Excellent.

The signal-book used in Duncan's fleet was Lord Howe's code. It is therefore probable that the Mediterranean fleet were supplied with a new edition experimentally, and that on the basis of this code the signal-book of 1799 was compiled. This last-named code was used at Copenhagen and Trafalgar. A copy is now in the library of the Royal United Service Institution, from which the import of the signals in the logs of these actions has been copied. This copy was originally in the possession of Sir Thomas Graves, and therefore in all probability is absolutely correct as regards the signals made at Copenhagen. Many signals have been added in manuscript, and it is impossible to say whether these were merely additions made by some individual flag-officer or whether they were inserted by Admiralty order. Moreover at the end of the day signals a manuscript note has been inserted, stating that signals with higher numbers than No. 390 will be found in the appendix. Unfortunately no copy of this appendix can be found. The telegraph signals used at Trafalgar were taken from Sir Howe Popham's code, a copy of which

is also in the Royal United Service Institution library.

In compliance with the rules of the Navy Records Society the spelling of the logs, which in the originals is admirable in its independence, has been corrected in accordance with established usage.

In response to an appeal from our Secretary many private letters and documents giving accounts of the actions have been kindly forwarded for publication. Our thanks are due to Mr. Arthur Schomberg; Major Lock, late of the 15th Regiment; Mrs. Marder; Lieutenant-Colonel Brander, late of the 24th Regiment; Viscount Hood; the Reverend T. Keble; Sir Charles Graves-Sawle; Mrs. Lawrence; Mr. G. Carslake Thompson and Commander Douglas A. Gamble, all of whom have sent manuscripts of interest which have been printed in these volumes. Also to Mr. G. D. Bom of Amsterdam, who has kindly permitted me to reproduce a drawing of the Batavian flags, from his work on Camperdown.

Personally I have to thank my old friend and teacher Professor Laughton for advice and assistance on many points of detail and in the correction of the proofs.

In the introductory matter which precedes the logs of each battle I have endeavoured merely to point out any evidence which throws new light on the occurrences of the day, or tends to contradict the received ideas as to the tactics of the commanders or the doings of particular ships. No attempt has been made to rewrite the history of the actions.

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IN

THE FIRST VOLUME



Colours of the Batavian Fleet at Camperdown . . . *Frontispiece.*
Signal Flags *between pp. 8 and 9*
Ensign worn by the French Fleet in the Actions on 28th and 29th
May and 1st June, 1794 *to face p. 20*

Positions of the French and English Fleets :

- View 1.—28th May, 8 A.M. The British Fleet in order of sailing ; the French Fleet discovered to windward, coming down
- View 2.—28th May, 6 P.M. The Bellerophon bringing the enemy's rear to action
- View 3.—28th May, about sunset. The British Fleet in pursuit : capture of the *Révolutionnaire*
- View 4.—29th May, at daylight. The British Fleet to leeward, the *Queen* and the *Cæsar* leading
- View 5.—29th May. The British van exchanging distant shots with the French rear
- View 6.—29th May, about 10 A.M. The French Fleet bearing down and beginning a distant cannonade
- View 7.—29th May, 3 P.M. The two Fleets after passing each other : the *Queen* disabled
- View 8.—1st June, 9 A.M. The French Fleet opening fire and going down for close action
- View 9.—1st June, about 1.30 P.M. The French Fleet defeated, but firing on the *Queen* in passing

Between pages 72 and 73

I

LORD HOWE'S ACTIONS

MAY 28 AND 29, AND JUNE 1, 1794

VOL. I.

B

LORD HOWE'S ACTIONS—1794

INTRODUCTORY

THE first decisive action of our last great war with France and her allies began on the evening of the 28th of May, 1794, with a skirmish between the advanced ships of the fleet under Earl Howe and the rear of the French fleet.

The enemy were first seen by the English look-out frigates in the morning, bearing SSE, the wind being then SSW. A general chase was at once ordered, but the enemy after running down towards the English hauled their wind again. The leading ships of Lord Howe's fleet were consequently not able to get into action with the French rear until the evening. The *Révolutionnaire*, the last ship of the French line, sustained successively the attacks of the *Russell*, *Bellerophon*, *Leviathan*, and *Thunderer*, and lastly of the *Audacious*, to which ship she struck. Before this the detached ships had been recalled by the Commander-in-Chief, and the prize was not

secured. The *Audacious* lost her mizen mast and, being unable to keep to the wind, fell to leeward and eventually reached Plymouth alone.

The lack of any means of making any but the most elementary evolutionary signals at night saved the *Révolutionnaire* from capture, and caused the *Audacious* to be left to her own devices. The fire of the French three-decker was silenced at 9 o'clock, and it was not till half-past eleven that Lord Howe was informed by the *Niger* that she had lost her mizen mast. Nobody seems to have known that the *Audacious* had been obliged to leave the fleet until she was found missing on the following morning.

The log-books throw little new light on the action of the 29th of May. Lieutenant Ballard's private journal gives valuable information on one or two points of interest. It has been sometimes stated that the *Cæsar* was selected by Lord Howe to lead the fleet, and that the Admiral was influenced in his selection by the fact that Captain Molloy was a personal friend of Sir Roger Curtis, the captain of the fleet. It appears clear that the *Cæsar* gained that post of honour simply on account of her superior sailing. The signal was made to form line as convenient, and the *Cæsar* passed and took station ahead of the *Queen*. The impossibility of manœuvring a squadron in action, the ships of which were supposed to preserve their distance from the centre, while following in the wake of the van ship, was sufficiently shown by the events of the day, and Lord Howe showed his appreciation of his failure in that respect by tacking the *Queen Charlotte* and leading through the enemy's line. If he had not seized the opportunity and abandoned the time-honoured tactics of the day, he would never have succeeded in disabling the enemy's rear ships, and forcing their van and centre to bear away to the support of their rear.

The weather-gage would then have been held by the French at the close of the day, and the battle of the 1st of June, if fought at all, would have been fought under very different circumstances.

Lord Howe has been censured for permitting the *Cæsar* again to lead the fleet on the 1st of June, though he had evidently been greatly dissatisfied with the manner in which the ship had been handled on the 29th of May. There does not appear to be any justification for this criticism. As he had decided to make a simultaneous attack with his whole line, the position of any individual ship mattered little. Though Lord Howe carefully dressed his fleet before bearing down on the enemy, they appear to have attacked in a most irregular line, as might have been expected under the circumstances. The signal No. 34 had been made, and undoubtedly the Admiral intended every ship to rake her opponent and then engage her to leeward. The signal as given in the MS. book used on board the *Culloden*, which has been included in this volume, contains no proviso. In other copies of the signal book of about the same date is found an additional paragraph, to the effect that captains who are unable to carry out the Admiral's intentions are to act according to circumstances. In some of the ships the signal appears to have been read as if it gave each captain permission to engage to windward or to leeward as he thought fit, and no attempt was made to pass through the line. This was the case with the *Bellerophon*, who had so well supported the Admiral on the 29th of May.

The failure to secure the disabled ships of the enemy at the close of the action is noted in several of the logs. As might be expected, the private accounts of the action are more outspoken. Mr. Ballard's diagram shows clearly the view taken on

board the *Queen* of the unfortunate recall of the *Thunderer* and *Culloden* when about to take possession of two dismasted French ships. Captain Schomberg's account of the incident also plainly points out the blunder committed by the chief. The *Thunderer's* log is more reticent.

If the *Brunswick* had failed to reach home in safety, it is probable that this last phase of the action would have been more severely criticised. As it was the general rejoicing with which Lord Howe was received on his arrival in England with six prizes silenced the dissatisfied. Nelson's standard of conduct was above that of the bulk of the commanders of his day, and though he and those imbued with his spirit might talk slightly of a 'Lord Howe's victory,' people in general were satisfied and few blamed the Admiral of the Fleet because the 1st of June was not as glorious as it might and should have been.

Fighting in a strong breeze brought about great losses of masts and other spars. A badly wounded spar, which in calmer weather might have stood till it was fished, had very little chance on the 1st of June. Hence the great number of ships which lost one or more lower masts.

With the exception of that of the *Queen Charlotte*, the logs of the afternoon of the 30th and the morning of the 31st of May have been omitted.

LIST OF SHIPS ENGAGED ON THE 28TH AND
29TH OF MAY, AND 1ST OF JUNE, 1794

*The logs of those ships whose names are printed in italics
cannot be found at the Record Office.*

Queen Charlotte, 100	Admiral of the Fleet ¹ Richard, Earl Howe; First Captain Sir Roger Curtis; Second Captain Sir Andrew Snape Douglas.
Royal Sovereign, 100	Vice-Admiral Thomas Graves; Captain Henry Nichols.
Royal George, 100	Vice-Admiral Sir Alexander Hood, K.B.; Captain William Domett.
Barfleur, 98	Rear-Admiral George Bowyer; Captain Cuthbert Collingwood.
<i>Impregnable</i> , 98	Rear-Admiral Benjamin Caldwell; Captain George Blagdon Westcott.
Queen, 98	Rear-Admiral Alan Gardner; Captain John Hutt.
<i>Glory</i> , 98	Captain John Elphinstone.
Gibraltar, 80	Captain Thomas Mackenzie.
<i>Cæsar</i> , 80	Captain Anthony James Pye Molloy.
Bellerophon, 74	Rear-Admiral Thomas Pasley; Captain William Hope.
<i>Montagu</i> , 74	Captain James Montagu.
Tremendous, 74	Captain James Pigott.
Valiant, 74	Captain Thomas Pringle.
Ramillies, 74	Captain Henry Harvey.
Audacious, 74	Captain William Parker.
Brunswick, 74	Captain John Harvey.
Alfred, 74	Captain John Bazeley.
Defence, 74	Captain James Gambier.
<i>Leviathan</i> , 74	Captain Lord Hugh Seymour.
Majestic, 74	Captain Charles Cotton.
Invincible, 74	Captain Hon. Thomas Pakenham.
Orion, 74	Captain John Thomas Duckworth.
Russell, 74	Captain John Willet Payne.
Marlborough, 74	Captain Hon. G. Cranfield Berkeley.
Thunderer, 74	Captain Albemarle Bertie.
Culloden, 74	Captain Isaac Schomberg.

¹ Howe was an Admiral of the White, but flew the union at the main, with the temporary rank of Admiral of the Fleet while in command of the Channel fleet.

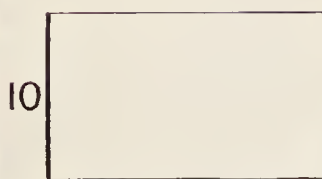
FRIGATES

Phaëton, 38	Captain William Bentinck.
Latona, 38	Captain Edward Thornbrough.
Niger, 32	Captain Hon. Arthur Kaye Legge.
Southampton, 32 . . .	Captain Hon. Robert Forbes.
Venus, 32	Captain William Brown.
Aquilon, 32	Captain Hon. Robert Stopford.
<i>Pegasus</i> , 28	Captain Robert Barlow.

SIGNAL FLAGS.



Annul.



Discontinue Battle.



Engage the Enemy



Negative



Rendezvous



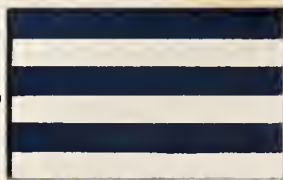
Affirmative



19



28

*Preparative*

23

*Substitute*

24

*N^{os} above 9,
single flag signals.*

25

*Mizzen peak:
at prayers
Ensign staff:
man overboard*

26



27



Lord Howe's Signal Book used in the actions with the French fleet on the 28th and 29th of May, and the 1st of June, 1794 (from the MS. copy formerly belonging to Captain Schomberg, H.M.S. Culloden, and now to his grandson Arthur Schomberg, Esq.).

SIGNALS BY SINGLE FLAGS

1. To denote an enemy in sight—the bearings shown by the compass signal. A common pennant over if shown by officers of the Red division.

2. To form in order of sailing by divisions, *vide* instructions, p. 13.

3. Ditto, the established order of sailing—to keep the same course the Admiral steers if not otherwise by compass signal directed.

4. To keep station in [order of] battle or sailing. A red pennant denotes station to be taken two or three miles until commanded.

5. To engage. If closer a red pennant over the flag.

6. The signal made is not distinct.

7. To chase. If the whole fleet, two guns. Bearings as before.

8. To anchor. If without the preparative flag immediately.

9. To leave off chase.

10. Truce or to discontinue battle.

11. Negative.

12. Affirmative.

13. Annuls or countermands.

14. Officers wanted.

15. Signals to take effect after the close of day.

16. Secret instructions to be opened.

17. Rendezvous.

18. All signals made herewith relate to fire-ships.

19. Change of numeral signals or regulating flag.

20.

21.

22.

23. Compass signal NE.

24. Ditto NW.

25. Ditto SE.

26. Ditto SW.

27. Signifies evolution expressed by 1st signal made herewith, to be executed as denoted by the proper signal made while this is kept abroad. When hoisted on board Charlotte to be repeated by all the other flag-ships.

28. Preparative.

[SIGNALS MADE WITH TWO OR MORE FLAGS]

10. To prepare for battle.

11. Ditto, and to anchor with a bower cable in abaft and springs &c.

12. Ships denoted to assist ships pointed out by their proper signal or bearing from the Admiral after this signal has been answered either in battle or going into action.

13.

14. When lying to, or sailing by the wind to bear up and sail as by farther signal denoted.

15. To bring to, sternmost ships first. Blue pennant at the mizen topmast head, the Admiral means to lie by for setting up rigging.

16. To alter course to starboard in succession, to the point of the compass denoted by compass signal.

17. To alter course to port as before directed.

18. To alter course to starboard together, and so of [on ?] one point more as often as the signal is repeated, or to the course denoted by compass signal.

19. To alter course, to port as before &c.

20. Course not to be altered by the Admiral's example, and his motions are no longer an example to the fleet until he has signified his intentions to resume his former station.

21.

22. To gain or keep the wind of the enemy, particular ships, squadrons, or divisions denoted.

23. To reconnoitre or make discovery of the enemy or strange ships in view, and signify the same to the Admiral.

24. To lay the enemy on board, as arriving up with them.

25. For particular ships or divisions denoted to attack the enemy on the bearing indicated ; or any number of their ships of war separated from the body of their fleet.

26. To attack the enemy's convoy or trading ships.

27. When deemed necessary to destroy the trading ships of the enemy or any particular ship denoted herewith.

28. That the ships of the fleet are at liberty to fire upon the enemy in passing them, though not meant to bring them to general action immediately.

29. Particular ships or divisions of the fleet to attack or harass the enemy's rear or such part as the detached may be of competent force to engage, for giving opportunity to bring on a general action.

30. To keep sight of the enemy, or strange sails in view, for leading the fleet up to them, or to make their motions known by day or night to the Admiral.

31. To quit or withdraw men from ships captured, after having destroyed or disabled them, so that the enemy cannot carry them off, if time permits, and join the fleet.

32.

33.

34. When, having the wind of the enemy, the Admiral means to pass between the ships in the line for engaging them to leeward ; or, being to leeward, to pass between them to obtain the weather-gage.

35. The ships to take suitable stations for their mutual support, and engage the enemy as arriving up with them in succession.

36. Each ship independently to steer for and engage her opponent in the enemy's line.

37. For the van, or particular divisions specified, to engage the headmost ships in the enemy's van, the rear the sternmost of the enemy's rear, the centre the centre of the enemy.

38. Ships or divisions denoted to fire on the enemy's rear in succession, then tack or veer and take their stations in rear of the squadrons or divisions specified.

39. To engage the centre of the enemy, particular ships, squadrons, or divisions denoted.

40. To engage the van, starboard, or weather division of the enemy, particular ships, or divisions, &c. denoted as before.

41. To engage the rear of the enemy, particular ships, &c. as before.

42. To engage the ships of a particular nation (denoted by the national jack shown herewith) preferably.

43.

44.

45.

46. To discontinue the engagement.

47. To pass within hail of the Admiral successively, particular ships denoted &c.

48. To form in order of battle or sailing when the signal No. 2 or 3 is shown herewith on the starboard line of bearing &c.

49. Ditto the larboard ditto.

50. To form in line of battle ahead, in open order, to afford room for tacking &c., steering the same course the Admiral does or by compass signal.

51. To form in line ahead in close order or a cable and a half asunder; to steer as the Admiral does, if not otherwise directed.

52. To invert the line in succession from van to rear in order of battle or sailing.

53. To interchange places in the line or other disposition then subsisting. N.B.—When the Admiral means to do it, he will haul out of the line and show the signal &c.

54. To quit the line (or station if then in the order of sailing), particular ships denoted, &c. Admiral as before.

55. To form in line of battle ahead and astern of the Admiral as most convenient without regard to the established form, stations the same when No. 3 shown herewith.

56. To keep on the larboard line of bearing, though then on starboard tack, ditto starboard bearing if on larboard tack.

57. To form in line of battle ahead, steering 4 points from the wind in succession after the leading ships.

58.

59.

60. To keep in more open order in line of battle or sailing.

61. The ships to keep in closer order; ditto to

close the van, blue pennant main topgallant mast-head ; ditto the centre or senior flag, a white ditto.

62. The ships to keep in open order.

63. Ditto to keep in close order.

64. Particular ships denoted to stay by prizes. Ditto by convoy for their protection ; the proper distinction will be shown, viz., a yellow cornet.

65. To quit prizes or convoy and join the Admiral forthwith.

66. To take one or more reefs in the topsails ; the topsails will be lowered when the preparative flag is hauled down ; if 2 reefs, blue pennant [at the] mizen topmast head ; if to let a reef out, a pennant alternate blue and yellow will be shown in the same manner.

67. To make more sail in line of battle or order of sailing, the leading ship first.

68. Ships astern or in the rear of the fleet to make more sail. N.B.—Not to be retarded by the ships ahead not complying &c.

69. To shorten sail ; the ships in the rear first.

70. For ships ahead or in the van to shorten sail and lie by if necessary till the Admiral arrives up with them.

71. To shorten sail and remain under the least possible [sail] to preserve order of sailing or battle.

72. To make all possible sail, preserving the order of battle or sailing.

73. To make sail after lying by, the leading ship first.

74. To form in sailing order of two columns or divisions of the fleet.

75.

76. To examine strange ships passing near or through the fleet and communicate to the Admiral any intelligence.

77. To denote the number of the line &c. of which the strange or enemy's fleet seen consists &c.

78. The headmost and weathermost ships to tack first, or leading ship first and the others in succession.

79. For the fleet or divisions specified to tack together. When the preparative flag is hauled down and a gun fired is the time for putting the helm a-lee.

80. To come to the wind in succession on the starboard tack after leading ship when arrived in the wake thereof, and the seconds ahead respectively. Imports veering if on the larboard tack.

81. To come to ditto together [on the] starboard ditto, and when the preparative flag is hauled down 1 gun. Imports veering together if on the larboard.

82. Ships to leeward or in the rear to tack first and the others in succession.

83. To come to the wind in succession on the larboard tack after leading ship. Imply veering on the starboard tack.

84. To come to the wind together on the larboard tack, 1 gun. Implies wearing together as before.

85.

86. To keep in the Admiral's wake.

87. Ditto is meant of ships to windward more particularly.

88. Ditto of ships to leeward.

89. The fleet to weigh, outer ships first.

90. For flag officers of divisions &c. denoted to regulate the ships thereof.

91.

92.

93.

94.

95.

96.

97.

98.

99.

100. To veer, sternmost and leewardmost ships first, in succession and come to the wind on the other tack (the 100 pennant alone).

101. The ships of the fleet to close round the Admiral to prevent separation.

102. For ships &c. denoted to close and join the Admiral forthwith ; if of [to ?] any flag officer, signal will be made as for speaking with him.

103. To bring the chase to the Admiral.

104. Permission to part company in chase, or for any other purpose indicated, from the ship to whom it is addressed.

105. Particular ships having charge of the convoy to make sail as denoted for their safety. If for the convoy alone the triangular flag shown.

106. Ships of war to disperse. If for convoy to do the same the proper distinguishing flag will be shown.

107. Ships sent ahead to keep more ahead, if more on either bow the signal at the topsail yard-arms to denote the direction.

108. Ships in chase before the Admiral's beam to tack.

109. Ditto abaft ditto.

110. Weekly accounts. Blue pennant mizen topmast head, a state of commissioned officers &c. to be sent.

111. Particular ship to go ahead and carry a light for the ensuing night.

112. Shipwrights with tools to repair to ship denoted &c.

113. Caulkers ditto.

114. Sailmakers ditto.

115.

116.

117. All boats and persons to repair on board. No boats afterwards to be sent on shore without leave from the Admiral.

118. Not to admit of any communication with the shore &c.

119. Boats, officers, artificers to repair to ship denoted, who will make herself known by wearing a union jack [at the] mizen topmast head.

120. For boats with anchors, hawsers &c., to repair to ships denoted by their proper signals.

121.

122.

123. Ships of the fleet to hoist the foreign colours denoted by the national jack shown at same time.

124. Ships denoted at liberty to part company on the service they have been previously appointed.

125. In case of parting company unavoidably, to repair to the appointed rendezvous.

126. To keep the convoy or transports within the limits of their appointed stations.

127. To count the ships of the fleet, the divisional flag-officers to make known the missing ships by showing their proper signals with this.

128. Particular ships to cut or slip (leaving buoys on cables) and chase as denoted; if for the whole fleet 2 guns.

129. For the fleet to cut or slip and put to sea immediately (leaving buoys on their cables) 2 guns.

130. To repair to the assistance of ships making the signal of distress.

131. To stay by and attend ships in distress; having seen them in safety, return in quest of the Admiral.

132. To exercise guns and small arms.

133. Ditto with liberty to fire shot at marks.

134. Fleet, squadron, or divisions, intended to be exercised in different evolutions. Signals to engage on these occasions to be considered in position only and not as to distance.

135. Hospital ships being [*sic*] to leave the fleet.

136. The Admiral has discovered the land.

137. To make the land ; particular ships denoted on the specified bearing.

138. To repeat signals between the Admiral and ships sent to make the land.

139. Each ship to carry a light the ensuing night and repeat signals made by the Admiral. While repeating the constant light to be taken in.

140. No light will be shown the ensuing night by the Admiral, and all others to be carefully concealed.

141. Particular ships to look out on a specified bearing and make known view of strange ships, land, &c. If for second in command to send ships for that purpose, his signal herewith.

142. Particular ships to repeat signals between the Admiral and those sent to look out. If for commanders in second or third post to send them, their signal as before.

143.

144. The fleet to moor.

145.

146. To denote orders sent to the ship whose signal is made herewith. Ship or tender having the orders will hoist a weft at topsail yard-arm or gaft peak. The ship they are for, a white [pennant] main topgallant mast head hauled down when received.

147. Pilots of the fleet or particular ships denoted to be sent to the Admiral.

148. Ships having a pilot or qualified person on board to lead the fleet through any intricate navi-

gation it may be then engaged [in]. If part only proper distinguishing signal.

149. To proceed to the nearest port. If to an assigned rendezvous the distinct signal thereof will be made at the same time.

150. Ships separately and without regard to priority to put into the nearest port, or port in view.

151. Particular ships having a pilot &c. to lead the fleet into port. Ship appointed to anchor in best situation for the Admiral to do the same.

152. To loose sails to dry.

153. To furl sails.

154. To prepare for sailing.

155. Sick to be sent for from the hospital ship, belonging [to] the ships denoted &c.

156. Ditto from the shore.

157. Particular ships denoted to keep between the Admiral and ships in chase to repeat signals.

158.

159. Particular ships to make sail on the specified bearings and sound.

160. Particular ships to sound immediately and denote depth of water (or no ground) by the proper signals by private ships.

161. To repeat signals between the Admiral and ships sent to sound.

162.

163. The fleet, squadron, or ships denoted, to spread at one mile distant on the bearing signified at same time, steering as the Admiral, if not otherwise directed.

164. To spread as before at 2 miles distant.

165.

166. The ships to take their stations as most convenient without regard to any established order of sailing.

167. Commanders of squadrons to take their stations ahead thereof for leading them in order of sailing &c.

168.

169. Tender to come under the Admiral's stern.

170.

171. Ships denoted to take in tow the ship pointed out by compass signal after first signal answered.

172. Boats &c. to go to the assistance of or tow any ship making signal for such necessity.

173. Ships having others in tow to keep to leeward of the fleet.

174. The fleet to unmoor.

175. Ships having others in tow to take their station to windward. The line will bear up to effect it.

176. To quit ships in tow, and take their station in the line as most convenient.

177. Ship whose signal is made herewith to take the guard for the next 24 hours.

178. An opportunity will offer for sending into port any letters sent on board the Admiral.

179. To denote attention requisite to an article in [the] Instruction Book. When answered, denoted by signal No. 21, expressive of numbers.

180. To denote attention necessary to an article in additional Instruction Book (the page denoted as before).

181.

182. Ships before in tow to proceed to the nearest port.

183. The fleet riding then at half a cable to veer to a whole cable. If riding at a whole cable to veer to two cables.



ENSIGN WORN BY THE FRENCH FLEET IN THE ACTIONS OF 28TH
AND 29TH MAY AND 1ST JUNE, 1794.

This ensign was abolished by a decree of the National Convention of 15th February, 1794, and the present tricolour adopted as the French national flag. When the fleet under the command of Admiral Villaret-Joyeuse was fitted out, the new flag could not be supplied in sufficient numbers, and the old one was retained. The *Montagne* carried the new tricolour at the main; the fleet did not receive it as an ensign till October 1794.¹

¹ *Revue Maritime*, September 1894, 608.

QUEEN CHARLOTTE

[The Queen Charlotte's log gives an excellent account of the actions of 28th and 29th of May and 1st of June, 1794. The log itself tells the story of the doings of the ship ; and the additional remarks, under the head of 'general occurrences,' that of the proceedings of the fleet as seen from the poop of the flag-ship. It seems probable that the latter is a transcript of the 'remarks' in the signal log.

The signification of the signals made, as given in the copy of Lord Howe's Signal Book printed at the beginning of this part, has been inserted in brackets after each signal in the log. The significations not in brackets are those written in full in the log.]

LORD HOWE'S ACTIONS, 1794

QUEEN CHARLOTTE

Log.—J. BOWEN, Master.—Official No. 2904.

H.	K.	F.	Courses	Winds	Remarks
<i>Wednesday, May 28th, 1794.</i>					
1	3	—	SE by E	S by W	A.M.
2	3	4	SE	SSW	
3	2	4	—	—	
4	3	—	—	—	Moderate and cloudy. All the fleet in sight.
5	4	4	ESE	—	South. Set the mainsail.
6	4	4	—	—	
7	4	6	—	—	Fresh gales and cloudy. Fleet in their stations, the frigates upon the look out ahead.
8	4	6	—	—	At 9, saw a strange fleet SSE.
9	5	2	—	—	Cleared ships for action. At 10, set topgallant sails and gave chase to windward. $\frac{1}{4}$ past 10, in topgallant sails. Very squally.
10	5	4	—	—	The strange fleet forming in a line of battle to windward SW from us 4 or 5 leagues. Counted 31 sail. In clearing ship 12 butts were thrown overboard.

11 {		—	—	W by S }	S by W	Tacked ship.
4	1	—	—	—	—	At 12, strong gales and cloudy. Fleet in their stations, in chase under a press of sail; van of the enemy SW, centre SSW, rear S by E 9 or 10 miles.
12	4	—	—	—	—	
Noon		Course	Distance	Lat. obsd.	Long. in	Bearings &c.
		S 84° E	99 miles	47° 34' N	13° 39' W	Ushant N by E 116 leagues.
1	4	—	West	SSW		P.M.—Fresh gales and squally. Split the jib in a squall. Bent a new one and set it occasionally. A great head sea.
2	3	—	—	—		Tacked ship. Double reefed topsails. Very squally. Carrying a press of sail to fetch up with the enemy, which was formed close to the wind on the starboard tack.
3	4	2	—	—		Bellerophon firing on their rear ship, a three-decker. Russell, Marlborough, and Thunderer backed their mizen topsails and fired at the enemy's rear at a great distance.
4	4	ESE		South		
5	7	SE by W		S by W		
6	5	—		—		
7	5	—		—		
8	5	—		—		
9	5	ESE		South		Fresh gales. Enemy's lights on weather bow.

QUEEN CHARLOTTE—continued

H.	K.	F.	Courses	Winds	Remarks
10	5	2	—	—	Half-past ten, spoke the Niger who informed that the rear ship of the enemy's line was beat out and supposed to be taken possession of by the Audacious.
11	5	—	—	—	
12	5	—	—	—	
<i>Thursday, May 29th.</i>					
1	4	4	SE by E	S by W	A.M.
2	4	—	—	—	Enemy in sight to windward. The Audacious not in sight. A strange sail of the line stretching into the enemy's fleet on the larboard tack.
3	3	—	—	—	
4	3	—	—	—	
5	5	—	—	—	Set the mainsail. A strange ship and brig to leeward.
6	5	—	—	—	Tacked ship. A great head sea. Our fleet tacking in succession; the Caesar ahead, followed by the Queen. The Russell bore down and took her station in the line astern of the Queen. Up mainsail and
7	6	—	—	—	
8	6	—	West	SSW	
9	3	—	—	—	
10	3	—	—	—	

			backed the mizen topsail to keep our station, the ships ahead shortening sail. Filled and backed occasionally, as did the ships ahead. The enemy firing on our van ships at great distance. The enemy keeping up a brisk fire and our van returning it.			At noon: Our van in action with the enemy's van.		
						Long. in Bearings &c.		
						12° 29' W Ushant N 80° E 100 leagues.		
						P.M.—Fresh gales.		
						Tacked ship and kept close to the wind, endeavouring to close with the enemy and cut their line, which we effected ahead of their fifth ship; then tacked, and gave chase to a three-deck ship. Shipped a great deal of water in the lower deck ports.		
						Fresh gales and hazy. Our fleet forming on the larboard tack, the enemy forming on the same tack to leeward. Employed knotting, splicing, and repairing damages received in action.		
</								

QUEEN CHARLOTTE—continued

H.	K	F.	Courses	Winds	Remarks
6	2	—	West	—	7.30. The body of the enemy's fleet bore NW 9 or 10 miles. Fresh gales and thick weather. The enemy's fleet NW 9 or 10 miles. Bent a new main topsail. Fresh gales and hazy.
7	2	—	—	—	
8	2	—	—	—	
9	2	—	—	—	
10	2	—	—	—	
11	2	—	—	—	
12	2	2	W $\frac{1}{2}$ S	S by W $\frac{1}{2}$ W	
Friday, May 30th.					
1	2	—	W $\frac{1}{2}$ S	S by W $\frac{1}{2}$ W	Thick foggy weather. Got down the mizen yard and fished it. Employed repairing sails and other damages received in action.
2	2	—	—	—	
3	1	6	—	—	
4	2	—	—	—	
5	2	—	—	—	
6	2	—	—	—	
7	2	—	—	—	
8	2	—	—	—	
9	2	—	W by N	SW by S	
10	1	7	—	—	
Got a spare topsail yard for spritsail. Twenty-seven sail in sight. Saw part of the enemy's fleet in the NW on the starboard tack; upon discovering our fleet they tacked.					

I 1	—	4	NW by W	—	—	Set the foresail and bore up towards the enemy. Out reefs.
I 2	3	—	WNW $\frac{1}{2}$ W	SW $\frac{1}{2}$ S	—	Lost sight of the enemy's fleet. At noon a thick fog.
Noon			Course S 72° W 23 miles	Distance 47° 41' N 13° 1' E	Lat. obsd. 47° 41' N 13° 1' E	Bearings &c. Ushant N 81° E, 107 leagues.
I 1	I	6	West	SSW	—	P.M.—Fresh gales and thick foggy weather. Sailmakers employed making cots for the wounded men.
2	I	6	—	—	—	Two sail in sight.
3	I	4	—	—	—	Spoke the Russell, the only ship in sight.
4	I	4	—	—	—	Moderate and thick foggy weather with drizzling rain.
5	I	6	—	—	—	Sailmakers still employed as above. Carpenter's making frames.
6	I	7	W $\frac{1}{2}$ N	—	—	No vessel in sight.
7	2	—	—	—	—	
8	I	7	—	—	—	
9	2	—	W $\frac{1}{2}$ N	SSW	—	
10	2	—	West	—	—	
11	I	6	—	—	—	
12	I	6	—	—	—	

1	2	West	S by W $\frac{1}{2}$ W	P.M.—The Pegasus spoke us and informed us that all the fleet were in company.
2	1	—	—	Three-quarter past one saw part of the French fleet bearing north. Made sail and bore up.
3	2	WNW	—	32 of the enemy's ships in sight bearing N by W.
4	3	—	—	Let a reef out of the topsails. All the fleet in sight.
4	1	NW by W WNW }	—	Observed the enemy forming to leeward on the larboard tack.
5	4	—	—	Beat the retreat, the van ship of the enemy's fleet NW $\frac{1}{2}$ W, the rear NNE 5 or 6 miles.
6	4	—	—	
7	3	WNW	SSW	The van ship of the enemy NW by W, the rear NE by N, the centre or flagship NW by N, about 5 miles.
8	3	—	—	Committed the body of James Rogers (seaman), deceased, to the deep.
9	2	WSW	South	Hauled down the jib and kept the wind on the larboard tack.
10	2	—	—	
11	2	—	—	All the fleet in company.
12	2	—	—	

QUEEN CHARLOTTE—continued

H.	K.	F.	Courses	Winds	Remarks
<i>Sunday, June 1st.</i>					
1	2	4	WSW	South	A.M.
2	3	—	—	—	Half-past, hauled down the main topmast staysail.
3	3	—	—	—	Fresh breezes and cloudy, the fleet in company.
4	3	4	—	—	Saw the enemy's fleet to leeward.
5	3	4	—	—	At 5, bore up, together with the fleet, by signal.
6	5	2	NW	—	Counted 26 line-of-battle ships, 6 frigates and corvettes, 13 ships astern and 12 ditto ahead of the French Admiral.
7	4	—	—	—	Hauled up.
8	4	—	N by E	—	Hove to, the main topsail to the mast. The enemy's fleet from NW to NE about 4 miles distance.
9	5	—	NW by W	S by W	At twelve minutes past filled and bore down on the enemy, as did the fleet by signal. At 9.30 the third ship astern of the French Admiral began to cannonade us. We reserved our fire and set the foresail and

10	3	—	W by N	—	<p>topgallants; passing the second ship, received and returned her fire, and ran close to the French Admiral's stern, when we began to engage; but his second astern made sail and closed with his Admiral, which prevented us getting alongside to leeward; immediately put our helm up and raked him fore and aft, keeping up a most tremendous fire right into him and his second astern, who bore up and ran away to leeward. We then sheered to port and got between him and his Admiral, engaging on both sides. In luffing up alongside of the French Admiral we lost our fore topmast. He then made sail and ranged from us, leaving us engaged between his two seconds; not being able to keep way with him, we soon dismasted one of his seconds on the larboard side.</p>
11	3	—	—	—	
12	3	—	NW	—	
Noon	N	79°	W	67 miles	
1	—	—	WNW	—	<p>Bearings &c. 15° 41' W Ushant N 85° E, 143 leagues. P.M.—Fresh gales. In hot action. Several of the enemy's ships dismasted and lying mere wrecks all round us, the remainder</p>

QUEEN CHARLOTTE—continued

H.	K.	F.	Courses	Winds	Remarks
2	—	—	—	—	of their fleet forming to leeward on the starboard tack; wore ship towards the enemy.
3	—	—	East	—	Action ceased. Found our fore and main topmasts gone; topsail yards and spritsail ditto. Fore and main yards wounded in several places. All the masts and running rigging very much shot. Signal halliards all shot away; saw the Brunswick to leeward of the French line steering to northward, no mizen mast standing.
4	—	—	—	—	Employed knotting, splicing, and repairing damages.
5	—	—	lying to, up ESE	—	Bent a new foresail.
6	—	—	off ENE	—	Got fore and main topgallant masts up for jury topmasts.
7	—	—	—	—	Enemy's fleet totally out of sight.
8	—	—	—	—	Light airs. Prizes in tow.
9	—	—	Do.	—	
10	—	—			
11	—	—			
12	—	—			

Monday, June 2nd.

1	—	Do.	—	Frigates and boats employed shifting prisoners. Securing the masts and rigging of our fleet. Found the greatest part of the fleet had received material damages in their masts.
2	—			
3	—			
4	—			
5	—			
6	—	Ditto	—	
7	—			
8	—			
9	—			
10	—	Ditto	—	
11	—			
12	—			

Light airs and variable, inclinable to fog, most of our [ships] in their stations.

Threw overboard, to make room in the main hold for French prisoners, 89 butts with 890 hoops.

Course	Distance	Lat. obsd.	Long. in	Bearings &c.
Noon	North 25 miles	48° 05' N	15° 41' W	Ushant N 86° E, 140 leagues.

QUEEN CHARLOTTE—continued

[The following, though written in the log-book, appears to be an independent record, probably kept under the superintendence of the signal lieutenant.]

H. M.	General Occurrences	H. M.	Signals Made
<i>May 28th, 1794.</i>			
A.M.		A.M.	
5	Latona made the signal for a sail SE.		
6.30	Russell ditto.		
7.30	Phaëton ditto, SSE.		
7.35	Latona ditto, S by E.		
8.	Latona made the signal for a fleet SSW.		
8.15	Venus ditto, ditto south.		
8.39	Perceived the strange fleet coming large with the wind on the larboard quarter.		
9.45	Discovered the strange fleet to be an enemy forming in a line of battle on the larboard tack.		
9.46	The Russell made signal they were ships of the line, in number 22.		
7.30	Phaëton brought to a brig.		
		8.25	Bellerophon, No. 23. (Reconnoitre, &c.)

- feels in her topsails, her fore topsail
yard bending like a bow.
- 10.35 The enemy's line backed their main
topsails.
- 11.14 Some of the enemy's ships inter-
changing stations in the line.
- 11.50 Counted 31 sail of the enemy.
- P.M.
- 1.10 Enemy filled and made sail. Ob-
served 4 of the enemy's ships on
the starboard tack some distance
to windward and astern of their
fleet, two of them with their main
topsail yards lowered down.
- 1.30 Russell made the signal the enemy
had made sail.
- 1.40 Ditto, that part of the enemy's fleet
were on the starboard tack.
- 8.34 Ditto, ditto, No. 1.
(An enemy in sight.)
- 8.39 Frigates No. 9. (Leave off chase.)
- 8.45 General, No. 10.
(Prepare for battle.)
- 9.45 Bellerophon, No. 69.
(Shorten sail.)
- 10.28 General, No. 78.
(Tack in succession.)
- 10.32 Brunswick, No. 83.
(Come to the wind on the lar-
board tack.)
- 11.13 General.
(The people may have time to
dine.)
- P.M.
- 1.40 General, No. 29.
(To attack or harass the
enemy's rear.)
- 1.52 Ditto, 7. (General chase.)
- 1.56 Ditto, 35.
(Take suitable stations for
mutual support and engage
the enemy as arriving up in
succession.)
- 2.47 Cæsar, No. 78. (To tack.)

QUEEN CHARLOTTE—continued

H. M.	General Occurrences	H. M.	Signals Made
P. M.		P. M.	
1.50	The enemy began to tack in succession and came to the wind on the starboard tack.	3.	Queen Charlotte, No. 78. (To tack.)
3.3	The Russell hoisted her colours and fired at the enemy, which returned the fire.	4.37	General, No. 139. (Each ship to carry a light during the ensuing night.)
3.20	Observed all the enemy's fleet on the starboard tack.	4.50	Valiant, No. 139. (To carry a light &c.)
3.25	Royal Sovereign made her own signal to tack; the Thunderer clewed up her main topsail.	6.18	Marlbrough, No. 297. (To harass enemy's rear, &c.)
4.	Russell made the signal the enemy consisted of 26 sail of the line. Thunderer set her main topsail.	6.20	Thunderer, No. 20, not answered. (Disregard Admiral's motions.)
5.35	Bellerophon made the signal had sprung a mast or yard.	7.2	General, No. 41. (Engage the enemy's rear.)
10.	Saw the enemy's signal lights on the weather bow; 4 lights vertical at the ensign staff, and one at the mizen peak.	7.19	General, No. 30. (Keep sight of the enemy &c.)
6.24	Bellerophon made the signal the	7.20	General, No. 12. (Assist ships denoted &c.)
		7.25	Russell and Marlborough, No. 12, with a gun. (Assist ships denoted &c.)
		7.30	General, No. 55.

Bellerophon engaged with the rear ship of the enemy. Russell the same, although far astern.
 7.2 The Thunderer hauled her courses up.

7.50 The Marlborough yawed and fired, as did the Thunderer at a great distance.

7.55 Hailed the Alfred and ordered the Alfred to take her station astern of the Admiral.

8.30 Observed the rear ship of the enemy on fire, and shortly after her mizen mast fell and she wore round on her heel before the wind.

Thursday, May 29th.

A.M.

At daylight the Audacious not in sight. Observed the enemy's ships about 5 miles to windward.

7.48 The enemy began to wear and steer large.

7.57 The van of the enemy began firing on our headmost ship.

A.M.

3.55 General, No. 55 and No. 9.
 (Form line of battle ahead or astern of the Admiral as most convenient, and leave off chase.)

6.49 General, No. 78 in preparative.
 (Prepare to tack in succession.)

7.33 Marlborough, Bellerophon, Levathan, No. 9 (Leave off chase) not answered.)

QUEEN CHARLOTTE—continued

H. M.	General Occurrences	H. M.	Signals Made
A.M.		A.M.	
8.15	The Cæsar and Queen returned the enemy's fire.	6.57	Hauled down the preparative.
8.45	The leading ship of the enemy having passed the rear of their fleet, they hauled close upon a wind about 3 miles to windward of us as did their [ships] in succession.	7.14	General, No. 34. (Admiral intends to pass through the enemy's line to obtain weather-gage.)
8.50	All our fleet about and formed on the larboard tack.	7.23	General, No. 28. (Ships are at liberty to fire on the enemy though not meant to bring them to general action immediately.)
8.54	The enemy's van made sail and steered large.	8.6	Cæsar, No. 67. (Make more sail &c.)
10.20	The enemy's van began firing on our van which was not returned. Observed the Cæsar bending her main topsail.	8.30	Cæsar, No. 67.
10.43	Our van began firing at a great distance.	11.21	No. 61, Divisional flag of the van squadron and a white pennant. (Van squadron to close towards the centre.)
10.45	Hoisted the union flag and colours. Observed a line-of-battle ship join the enemy's rear, which now consisted of 26 sail of the line.	11.27	No. 78. (Tack in succession &c.)
		11.35	General annulled No. 78.
		11.38	Ships astern at mizen shrouds [<i>sic</i>].

11.41 (Make sail after lying by.)
 11.54 Ships astern a blue pennant at the
 mizen shrouds.
 [Ships astern to close nearer the van?]

P.M.

- 12.16 General, No. 78.
 (Tack in succession, &c.)
 1.8 No. 39 with Cæsar's pennant.
 (Engage the enemy's centre.)
 1.13 General, No. 34.
 (Admiral intends to pass
 through the enemy's line &c.)
 1.36 General, No. 34.
 2.20 General, No. 78, with the signal
 for forcing the enemy's line.
 (Tack in succession.)
 2.45 General, No. 78.
 (Tack in succession.)
 2.50 General, No. 7.
 (Chase.)
 3. General, No. 102.
 (Close on the Admiral.)
 3.12 General, 102. Action over.
 (Close on the Admiral).

P.M.

- 1.13 Observed the Cæsar on the star-
 board tack keeping large, did not
 answer the signal which was then
 flying.
 1.30 Observed the Queen, Orion, Invin-
 cible, and Valiant on the contrary
 tack; we then tacked, followed by
 the Bellerophon, keeping our wind,
 main tack on board. Passed to
 leeward of the French Admiral,
 and stretched along the enemy's
 line, receiving and returning the
 fire as we passed, until we cut
 their line; then tacked and gave
 chase to a three-deck ship (bearing
 an admiral's flag) leaving two dis-
 abled ships to leeward to be
 brought to by our ships astern;
 the above three-decked ship ob-

QUEEN CHARLOTTE—continued

H. M.	General Occurrences	H. M.	Signals Made
P. M.	tained the centre of the enemy's fleet before we could bring her to action, who had got on the starboard tack and were stretching on to support their disabled ships, which obliged us to wear and run down to cover the Queen which was much disabled. The enemy's disabled ships joined their fleet which we could not prevent, as our ships were not near enough to support us. As soon as we arrived within random shot of the enemy, they wore round and stood large on the contrary tack, to rejoin their rear ships, firing at us as they passed. We wore also and formed on the larboard tack.	P. M.	No. 48, Leviathan sprung a mast.
		3.15	General, No. 80.
		3.44	(Come to the wind in succession on the starboard tack.)
		3.58	General, No. 55.
			(Form line of battle as convenient.)
		4.10	General, No. 87.
			(Ships to windward keep in Admiral's wake.)
		4.19	General, No. 78, Glory.
			(Tack.)
		4.25	Valiant, Caesar, Montagu, and Ramillies, No. 55.
			(Form line of battle as convenient.)
		4.29	Glory, No 78.
			(Tack.)
		4.30	Glory, No. 80.
			(Come to the wind on the starboard tack.)
7.30	N.B.—Most of the time we were in action the lower deck full of water and the pumps constantly at work.		

- answered our signals.
- 4.55 No. 9 with west flag.
(Leave off chase—west.)
General, No. 87.
(Ships to windward keep in Admiral's wake.)
- 5.30 General, No. 49, with starboard and larboard divisional flags.
(Form on the larboard line of bearing?)
- 5.40 Annulled — Invincible, Royal George, Queen, and Bellero-phon.
- 5.58 Cæsar, No. 49.
(Form on larboard line of bearing.)
- 6.14 General, No. 9.
(Leave off chase.)

Friday, May 30th.

- A.M.
- 9.10 General, No 1.
(Enemy in sight.)
- 9.18 General, No. 55.
(Form line of battle as convenient.)

QUEEN CHARLOTTE—continued

H. M.	General Occurrences	H. M.	Signals Made
		A. M.	
		9.20	Queen, No. 83. (Come to the wind in succession on larboard tack &c.)
		9.23	Orion, No. 4. (Keep station.)
		9.30	General, No. 68. (Ships astern make more sail.)
		9.46	Invincible, No. 54. (Quit the line.)
		10.2	Venus, No. 47. (Pass within hail.)
		10.6	Impregnable, No. 67. (Make more sail.)
		10.19	General, No. 74. (Form sailing order in two divisions.)
		10.20	General, No. 86. (Keep in Admiral's wake.)
		10.34	No. 11, with interrogatory pennant. (Are you ready for action?)

7.43 General, No. 101, to close round the Admiral.
9.10 General, 111.
(Carry a light during the night.)
9.19 General, 100, wear in succession.
9.27 Ditto, 100, ditto.

8.12 The Brunswick made the private signal that she had discovered the position of the Admiral.
8.43 The Pegasus made the signal that she had discovered the Admiral S. by W. and stood towards the body of the fleet.
9. The fog cleared away a little, saw the Queen and Latona on the starboard tack.

Saturday, May 31st.

P.M.	1.1	Leviathan, No. 47. (Pass within hail.)
	1.25	General, No. 73. (Make sail after lying by &c.)
	1.29	General, No. 18, with compass flag N by W. (Alter course to starboard to N by W.)
	1.35	General, No. 18, NW by N.
	1.42	General, No. 19, NW. (Alter course to port to NW.)

P.M.
1.46 Bellerophon made the signal for the enemy's fleet.
Russell for having sprung a top mast.
3.14 Russell made the signal ready.
3.24 Observed the Thunderer main top-sail aback.
3.40 Hailed the Cæsar, informed Captain Molloy the Admiral intended bearing away with the lee division.
Spoke the Gibraltar, Latona, Phaëton, Venus, and Southampton.

QUEEN CHARLOTTE—continued

H. M.	General Occurrences	H. M.	Signals Made
P. M.		P. M.	
7.7	Hailed the Southampton and desired Captain Forbes to inform the larboard division that the Admiral means to carry the same sail if the weather permits all night, to let as many reefs out of the topsails as possible without endangering the masts, the fifth sternmost more particular.	3.4	General, No. 84, with preparative. (Prepare to come to the wind together on the larboard tack.)
7.36	Hailed the Gibraltar.	3.15	1 gun to enforce the above.
7.39	Hailed the Latona.	3.31	General, No. 61, with a blue pennant.
7.49	Hailed the Phaëton.	3.45	(Ships to close to the van.) Larboard division, No. 18, with WNW flag.
		4.25	(Alter course to WNW.) General, No. 19.
		4.28	(Alter course one point to port.) General, and hauled down not answered.
		4.49	Van squadron, No. 40, with preparative.
			(Prepare to engage enemy's van.)
		4.57	Centre squadron, No. 39, with preparative.

- 5.6 General, No. 19, with NW by
centre.)
W flag.
(Alter course to NW by W.)
- 5.14 Rear Squadron, No. 41, with
preparative.
(Prepare to engage enemy's
rear.)
- 6.20 Latona and Phaëton, No. 47.
(Pass within hail.)
- 6.27 Venus and Southampton, No. 47.
(Pass within hail.)
- 6.34 General, No. 139.
(Each ship to carry a light
&c.)
- 6.46 General, No. 83.
(Come to the wind in succes-
sion on the larboard tack.)
- 7.13 Ships astern, No. 68.
(Make more sail.)

Sunday, June 1st.

- A.M.
2. The Culloden under our lee quarter.
4. Culloden regained her station, all

- A.M.
3.45 Venus, No. 47.
(Come within hail.)

QUEEN CHARLOTTE—*continuea*

H. M.	General Occurrences	H. M.	Signals Made
A.M.		A.M.	
4.6	the fleet in company and nearly in their stations.	3.51	General, No. 61, with white pennant at the main.
4.30	Latona signal for a fleet west.		(Close nearer the centre.)
7.24	Observed the enemy to leeward.	4.26	General, No. 61, with blue pennant at the main.
9.24	Backed the main topsail.		(Close nearer the van.)
9.24	Van ships of the enemy began to engage.	4.43	General, No. 18, with preparative and NW compass flag.
9.23	Culloden backed her fore and main topsails.		(Prepare to alter course NW.)
9.34	She filled, but did not comply with the Signal No. 67. The Montagu did not steer the same course as the Admiral.	4.18	Showed a white pennant at bowsprit end, 1 gun, general, No. 19 and No. — flag.
9.36	Cæsar under her three topsails only, the Russell mizen topsail aback, the Barfleur repeated 67 and made sail directly.		(Alter course—points to port.)
9.47	The Cæsar's main topsail to the mast although not within gunshot of the enemy.	6.46	Van division, No. 61, with white pennant main.
9.52	We began to engage.		(Close nearer centre.)
		7.4	General, No. 84, with preparative.
			(Prepare to come to the wind together on the larboard tack.)

- (Form in order of battle on the larboard line of bearing.)
- 7.25 1 gun. General, No. 34.
(Admiral means to pass through enemy's line, &c.)
- 8.1 Van division, No. 61, with white pennant main.
(Close nearer the centre.)
- 8.12 General, No. 73.
(Make sail after lying by.)
- 8.27 1 gun. General, No. 36, with preparative.
(Prepare—each ship to engage her opponent &c.)
- 8.38 1 gun, and hauled down the preparative.
- 9.5 Gibraltar and Culloden. No. 67.
(Make more sail.)
Brunswick, No. 67.
(Make more sail.)
- 9.8 Royal George made her own signal to make more sail.
- 9.30 General, No. 5, with red pennant over.
(Engage the enemy closer.)

QUEEN CHARLOTTE—continued

H. M.	General Occurrences	H. M.	Signals Made
A.M.			
9.35		General, No. 67. (Make more sail.)	
9.55		Gibraltar, No. 67. (Make more sail.)	
10.13		General, No. 7. (Chase.)	
11.		General, No. 102. (Close and join the Admiral, &c.)	
11.5		Frigates, No. 47. (Come within hail.)	
11.19		General, No. 55. (Form line of battle as convenient.)	
11.23		Gibraltar, No. 47. (Pass within hail.)	
11.39		Majestic and Brunswick, No. 55. (Form line of battle as convenient.)	
11.56		General, No. 84. (Come to the wind together on the larboard tack.)	

P.M.	
12.25	General, No. 102. (Ships to close and join the Admiral forthwith.)
12.40	Rattler, No. 47. (Pass within hail.)
1.21	General, No. 80, and altered immediately to 81. (Come to the wind together on the starboard tack.)
1.59	Southampton, No. 47. (Pass within hail.)
2.35	General, No. 55. (Form line of battle as convenient.)
2.50	General, No. 73. (Make sail after lying by.)
3.6	Gibraltar, No. 64. (Stay by prizes.)
3.8	Majestic, No. 64. (Stay by prizes.)
3.11	Culloden, No. 64. (Stay by prizes.)

P.M.	
12.34	Hailed the Phaëton and ordered her to bring to.
12.50	The Phaëton was ordered to lie by the Defence. Hailed the Pegasus and desired Capt. Barlow to take the Queen in tow.
1.10	The general fire ceased, when we saw nine of the enemy's ships totally dismantled.
3.46	Gibraltar made No. 30 private. [Sternmost ships are not secured?]
4.22	Thunderer and Culloden ditto, ditto. Took possession of seven line-of-battle ships, the enemy making off in a very shattered and disabled state, two ships totally dismantled in tow, also two three decks going off with only a fore mast standing.
4.50	One of the French prizes sinking in our possession.
4.41	Ramillies made the signal for immediate assistance.

QUEEN CHARLOTTE—continued

H. M.	General Occurrences	H. M.	Signals Made
P.M.		P.M.	
4.44	Made the Venus's signal to go to the Ramillies. Enemy's fleet E by N 3 or 4 leagues.	3.12	Thunderer, No. 64. (Stay by prizes.)
6.16	Lost sight of part of the enemy's fleet, one of their frigates reconnoitring us.	3.14	Alfred, No. 47. (Pass within hail.)
		3.35	R. Sovereign, No. 86. (Keep in Admiral's wake.)
		3.52	No. 9, with East flag. (Leave off chase. East.)
		4.23	General, No. 64. (Stay by prizes.)
		4.50	Cæsar, No. 64; answered inability.

ROYAL GEORGE

Log.—JOHN BALMBROUGH, Master.—Official No. 2923.

May 28th, 1794.

P.M.—Fresh breezes and hazy weather. The whole fleet in chase to windward to come up with the enemy. 0.43 Repeated the signal to attack the enemy's rear. 1.56 To engage the enemy as you come up. 3. The ship to windward began to fire on the enemy. 2.30 Tacked per signal. Blowing fresh. Several ships firing on the enemy's rear. 4. Strong gales and thick weather. 6. Do. Admiral SE by E, 3 miles; main body of the French fleet SE $\frac{1}{2}$ S, 8 or 9 miles. 8. Got close up with the enemy's rear. The signal was made to form the line as most convenient. The firing astern began about 9, but know not the cause. 11. Both fleets on a wind on the starboard tack. The enemy 3 or 4 miles to windward.

May 29th.

A.M.—At daylight, the enemy about 4 or 5 miles to windward. Fresh breezes with a swell. 8. Tacked in succession, to endeavour to fetch the enemy's rear. At $\frac{1}{2}$ past 9, enemy's fleet wore in succession and came to the wind on the larboard tack. $\frac{1}{2}$ past 10, the van ship of the enemy's fleet began to fire on ours as they came up, and their being to windward gave them an opportunity of being up with our van and to take such a distance as to disable our headmost ships, which [they] did effectually.

P.M.—Ship still in close action with the whole of the van of the enemy leading up in succession. At [2 ?] tacked per signal and bore down within pistol shot of the enemy and received the fire of each ship.

At half-past being clear of the enemy brought to and unbent the fore and main topsails and struck mizen topmast, its yard being shot away in the slings, and the rigging abaft the topmast entirely shot away and down. Employed stoppering the lower and topmast shrouds and backstays shot away, with almost every brace or bowline &c. The ship received so many shot betwixt wind and water that it kept two pumps at work. At — finding the enemy had wore and stood to the SE on the larboard tack, seemingly inclined to steer for the Queen who lay in a disabled situation, our fleet following them to windward and keeping a smart cannonade. The Admiral made the signal to form the line as most convenient, we having got the fore topsail to the yard and the main newly hove up, and found [joined?] the Admiral. At the time the enemy wore and hauled to the wind on the larboard tack, which we did likewise per signal. 3. The French NNE 4 or 5 miles. Got up mizen topmast, splicing shrouds, &c. One lieutenant killed, one midshipman, — men wounded, — seamen killed.

May 30th.

A.M.—9. The Admiral sent to know if we could stop our leaks. Answered we was ready for action. Employed refitting. Bore down towards the enemy.

May 31st.

P.M.—Moderate breezes and hazy weather. 1. The haze cleared away; saw 7 or 8 sail of the enemy NW. 1.30 The Admiral made the signal to alter the course to starboard in succession. Bore up towards the enemy, observed the line of bearing. $\frac{1}{2}$ past, Admiral made the signal to haul to the wind on the starboard [larboard?] tack. Sternmost ships

of the enemy NNW, 3 or 4 miles. The enemy's fleet consisting of 32 ships, 24 or 25 of which we supposed to be of the line. 7.45 The Southampton hailed us and delivered a message respecting carrying sail during the night from Earl Howe. 8. Moderate breezes and hazy weather. 12. Enemy's lights NW by W.

June 1st.

A.M.—The enemy's fleet N by W. 4.44 The Queen Charlotte made the signal to steer NW. 6. The enemy's fleet from NW to NE. 7. Hauled to the wind on larboard tack. The enemy's fleet in line of battle to leeward. 7.42 The Admiral made the signal to engage and pass through the enemy's line. 8. Hove to. 8.25 Admiral made the signal to bear down and each ship engage her opponent. Bore down accordingly. 9.25 The van in action; shortly after the Admiral made the signal for a closer action. 9.38 Opened our fire running down and ran through the enemy's line and brought them to close action. Noon, still in close action. Signals during the action as per Minute Book.

P.M.—Continued in action till 1.30 when our firing ceased. Passed several of the enemy's ships that had struck. 13 or 14 of the enemy's ships ahead in line of battle. Admiral made the signal to form the line as most convenient. Lost our fore mast, main and mizen topmasts, and main topsail yard. Our rigging very much cut. The enemy towing off 4 or 5 disabled ships, some of our ships took possession of the enemy per signal. Occupied cutting away the wreck of the fore mast, main topmast &c., reeving braces, lifts &c., knotting and splicing. At dark the enemy's fleet standing to the eastward. Employed raising sheers for getting up a jury fore mast and putting the ship to

rights. Bent a fore sail to the main yard. Midnight, Charlotte SE by E $\frac{1}{2}$ E.

June 2nd.

A.M.—Daylight, moderate and clear weather. Enemy not in sight. 39 sail in sight; the fleet and prizes in company. Employed repairing our damages. Received from the Southampton, who was ordered to attend us by the Admiral, a topmast and topgallant mast, &c. Lost in the action, — men killed; one lieutenant, two midshipmen and — men wounded. Best bower cut away to clear the wreck. Small bower cut by a shot.

Lost a cask of pork, being shot through—contents 120 pieces.

N.B.—The wheel very much damaged and tiller ropes shot away the earliest part of the action.

ROYAL GEORGE

Letters from Lieutenant J. SMITH, of the Queen's Regiment.

[From the original, now in the possession of Lieutenant Smith's grandnephew, Major Lock.]

June 2nd.

Dear Mother,—After a smart and most decisive action, we have, thank God, gained one of the most splendid victories ever fought at sea. The French fought with desperate bravery. We have taken six sail of the line; totally dismasted and sunk three. A three-decker was taken likewise on Wednesday last. Two French three-deckers and a seventy-four were towed off by their fleet dismasted, but we hope to catch them before they can gain Brest. Our ship and the Queen are greatly distinguished and much damaged. I am quite untouched. Our fore mast and main and mizen topmasts are gone. The Queen Charlotte's main and fore topmasts are

gone. Admirals Graves, Bowyer, and Pasley are wounded ; Captain Montagu killed. Lord Howe is safe. It was a desperate business, and the victory was gained by our breaking the line. The Royal George went through first. You must understand that there have been two actions : one on the 29th May, in which we were in the van and suffered much ; another on the 1st June, when we were in the rear. The first was only partial, the last decisive. We are now 150 leagues to the west of Ushant, but are returning home as fast as our shattered condition permits, &c., &c.

June 3rd.

I will now give you a more distinct account of our victory than I did in my scrawl of yesterday. After a cruise of a fortnight the fleet again returned to look into Brest, when intelligence was gained that the French fleet had sailed to protect their convoy. This news was brought to us on the 17th May. Lord Howe immediately followed them, steering directly out for America, the course they had taken. A few days afterwards several ships were retaken by us which had been captured by them, an evident proof that we were not far from them. In this situation Lord Howe very prudently burnt the recaptured ships to the amount of fourteen, and a French armed brig sloop and cutter. He seems to have had very accurate intelligence, for when we were despairing of seeing them, a strange fleet was seen on the morning of the 28th, which proved to be the French. In the evening a partial action ensued between our windward ships (for they were to windward of us) and their rear, in which our ships had the good fortune to cut off and take a first rate, *Le Révolutionnaire*, formerly the *Bretagne*. It began about 8 in the evening and ceased about

10. In this the Royal George had no share, being in the rear and our van only engaged. On the morning of the 29th the French were still to windward. The signal was made to form the line as most convenient, and the Royal George was in the van. They edged down towards us, and were led with great gallantry by a beautiful 80-gun ship. At 10 the firing began, when we were amply repaid for our inactivity on the preceding night. The brunt of the action lay upon us and the Queen and Invincible, who supported us most nobly. At one time we had the fire of five ships upon us, and I may venture to say we were much distinguished. Lord Howe made the signal at one o'clock to tack and break the enemy's line, which was complied with by the Queen, Royal George, Russell, and Invincible, the Queen leading. But not being able from our damaged state, having run the gauntlet of their whole line, we ran astern of it and so weathered them. The Queen Charlotte then broke it herself in a most gallant manner, and the enemy were thrown to leeward in confusion; but they formed afresh, and, from the disabled state of the Queen, Royal George, and other leading ships, it was not held prudent to renew the action. On Friday and until Saturday evening we were in so thick a fog that we could scarce distinguish each other, but the fog clearing up then the enemy were seen to leeward, when Lord Howe formed the line, but very prudently deferred the engagement till next morning as it was then near sunset. On Sunday morning the 1st June the signal was made to break the enemy's line and engage them close. The Royal George, seeing that a French three-decker would fall to the lot of one of our seventy-fours as the line was then formed, changed stations with her, and the whole fleet bore down, the enemy lying to receive

us in very good order. The Royal George led the rear, and first broke through the line by throwing a very heavy fire into the bows of an eighty-gun ship on her starboard (right) quarter, and then completely raking the Terrible (the three-decker) on her larboard or left quarter. She then ran close up to the Terrible and engaged her for some time; but the Frenchman did not choose to stand it, and, being less damaged in her rigging, made off. The line was soon most completely broken. The Queen Charlotte dismasted an eighty-gun ship, and so completely raked her in three broadsides that she lost 350 men killed or wounded. In short, after a most severe action, six French ships are taken totally dismasted, four sunk, and six towed away by their fleet totally dismasted. In two hours after the action began I counted seven Frenchmen with not a stick standing above their decks. Of our ships, the Marlborough and the Defence are totally dismasted; the Royal George nearly so, but we are now in tolerable order again; the Queen very much damaged and behaved most gallantly. The French fought with desperate bravery and great rascality. In the first action I was quartered on the poop, in the second on the main deck, and escaped untouched. Admirals Pasley and Bowyer have lost a leg each, Admiral Graves an arm. One Frenchman fired into another who had struck; another struck, having been fired into by their own ships for striking; a third was sunk by the Royal Sovereign; and a fourth sank after she was in our possession. One fired into us in a rascally manner. Another fired into the Phaëton in an equally rascally manner, and killed five men; and another would have been blown up by her captain after surrendering if the crew had permitted it. This villainous behaviour disgraces the gallant and desperate spirit with which they

fought. 180 prisoners are on board us from the *Juste*, which was so raked by the *Queen Charlotte*; they say they lost 350 killed and wounded. It could not be otherwise; their eighty-gun ships had 1,000, and their first rates 1,500 men, and we were so close to them they must have fallen by hundreds. Our loss is trifling in comparison—20 killed and 76 wounded. I am happy to say that the *Royal George* had a distinguished share in the business. I hope to return in a few days, &c., &c., &c.

ROYAL SOVEREIGN

Log.—JOHN KENNEDY, Master.—Official No. 2927.

May 29th.

A.M.—Fresh gales. 7.10 Repeated signal No. 78 with preparative. 7.30 Repeated signal No. 34. 7.35 Repeated signal No. 28. Tacked ship. 8.10 The *Cæsar* began to fire on the enemy's rear; the van of the enemy wore in succession to leeward of their line. Up mainsail. 10.2 Made signal No. 67 with the *Marlborough's* pennant. Set the mainsail. 10.49 The van of the enemy began to engage the van of our fleet, but at a great distance. 11.32 Repeated signal No. 78. 11.42 Repeated the annulling flag. 11.45 The Admiral made the signal to tack, with a gun. At noon the van of the enemy and ours still engaged. The body of the French fleet S by W. A three-decked ship, the fourth from the enemy's rear, carried away her fore topsail yard and fore topmast.

P.M.—Fresh gales and hazy. 12.25 Repeated signal No. 78. 1.52 Observed the Admiral of the rear division of the French fleet had carried away his fore topmast and topsail yard. 1. Tacked. 1.15 Repeated signal No. 34. 2. Began to engage the enemy's ships then lying to on the lar-

board tack. 2.43 The Queen made tabular signal No. 35. 2.54 Repeated signal No. 7. Wore and stood towards the enemy, they coming out in a line on the starboard tack. 3.20 Signal No. 5 with the Orion's pennant. 3.51 The Admiral made the signal to haul on the wind on the starboard tack, but as the enemy's ships were then standing for the Queen and she only having a jib set, we bore up for her and repeated the Gibraltar's, Barfleur's and Impregnable's signals to come into our wake. 3.55 Repeated signal No. 80. 4.4 Signal No. 55. 4.17 Signal No. 87. 4.46 Made signal No. 87 with the Barfleur's and Impregnable's pennants. 5. Made signal No. 87 with Impregnable's and Gibraltar's pennants. 5.6 Repeated signal No. 87. 5.10 The headmost of the enemy's ships bore up and we left off firing, the enemy out of gun shot. Found our main mast, main topmast, bowsprit and main yard were all wounded. Main shrouds, running rigging and sails much cut. 8 men killed and 22 wounded. Got the main topgallant mast and yard on deck. Several of the enemy's ships lost their topmasts and lower yards. 5.15 Repeated signal No. 83. 5.35 Signal 49, with the starboard and larboard divisional flags. At 6, repeated signal No. 49. Wore ship. 8. The enemy's fleet from N $\frac{1}{2}$ W to NW $\frac{1}{2}$ W, 7 or 8 miles. Saw two ships to the SW appearing to be of the line. Sent the Aquilon to inform the Admiral of it. She returned and desired Admiral Graves would keep a look out on them, but we did not see them after 8.45; they were then on the larboard tack. 9. Set the foresail. 9.30 Up foresail. 12. Queen Charlotte north 2 miles.

May 30.

A.M.—4. Queen Charlotte N by E $1\frac{1}{2}$ miles. 6. Clewed up the foresail to mend the shot hole. Clewed

up the main topsail. Sailmakers employed repairing sails. Ship's company knotting and splicing the rigging. 21 sail in sight. 8.20 Repeated signal No. 9. 8.30 Set the mainsail. The enemy's fleet NW 3 or 4 leagues. 10. Found that the Audacious had parted company in the night.¹ Up mainsail, set close reefed topsails. 8.40 Repeated signal No. 9 and tabular signal No. 93 with the Valiant's pennants. 9.25 Signal No. 1. 9.40 Repeated signal No. 55. 9.59 Repeated signal No. 68. 10.9 Repeated signal No. 54 with Invincible's pennants. 10.28 Made signal No. 61 with a blue pennant at the main topgallant masthead with the Valiant's pennants. At 10.42, repeated signal No. 74. 10.51 Repeated signal No. 86 with the starboard divisional flag. 10.59 Made private ship's signal No. 11. At 11.20 repeated signal No. 83 with preparative. 11.39 Repeated signal No. 61 with a blue pennant at the main topgallant masthead. Set the mainsail, close reefed the mizen topsail. At noon up mainsail.

May 31st.

P.M.—Moderate and hazy. 1. The Bellerophon made the signal for seeing the enemy bearing N by W. 1.50 Repeated signal No. 18 with preparative and compass signal N by W. Repeated compass signal NW by N. 2. Bore up, set the foresail and fore topgallant sail. 2.6 Repeated signal No. 19 with compass signal NW. 2.8 Repeated signal No. 19 with compass signal WNW. 2.30 Set the mainsail. 3.30 Repeated signal No. 84 with preparative. 3.49 Hauled down the preparative and fired a gun. 3.50 Repeated signal No. 49. 4. Repeated signal No. 61 with a blue pennant at the main topgallant masthead. 4.4 The enemy's fleet

¹ She had parted company on the night of 28th May.

from North to NW by N, 6 or 7 miles. The enemy's fleet wore in succession. 4.8 Signal No. 4 with Impregnable's and Defence's pennants. 4.12 Made signal No. 18 with larboard divisional flag and compass signal NNW. 4.18 Made signal No. 88 with Defence's pennant. 4.43 Made signal No. 17 with Impregnable's pennants. At 4.48, repeated signal No. 19. 5.16 Repeated signal No. 40 with preparative and van divisional flag. 5.26 Repeated signal No. 39 with preparative and centre divisional flag. 5.32 Repeated signal No. 19 with compass signal NW $\frac{1}{2}$ W. 5.39 Made signal No. 86 with Defence's pennants. 5.40 Repeated signal No. 41 with preparative and van divisional flag. 6.13 Repeated signal No. 139. 6.26 Repeated signal No. 83. 6.56 Repeated signal No. 68. 7.45 Showed a red pennant at the bowsprit end. 8.30 The extremes of the French fleet from NW $\frac{1}{2}$ N to NE, their van about 7 miles distant, centre about 4 miles, and rear about 6 miles, steering W by N, under an easy sail. At 10, the Phaëton spoke us and informed that the Admiral would stand on during the night under single reefed topsails, foresail, jib and main topmast staysail, and that we were to keep our reefs out if possible.

June 1st.

A.M.—4. Repeated signal No. 61 with a blue pennant at the main topgallant masthead. 5. Saw the French fleet bearing N by E. 5.50 Repeated signal No. 18 with preparative and compass signal NW. Up mainsail. 6.30 Repeated signal No. 18 with preparative and compass signal North. Up foresail. 6.35 Repeated signal No. 161 with preparative and van divisional flag. 7.8 Made signal No. 4 with van divisional flag. 7.10 Repeated signal No. 84 with preparative. 7.17 Repeated

signal No. 49. 7.26 Repeated signal No. 64. 7.35 Made signal No. 4 with the Impregnable's pennant. 7.46 Made signal No. 61 with van divisional flag and white pennant at the main topgallant masthead. Furlled the mainsail. 8. Signal No. 53 with Royal Sovereign's and Marlborough's pennants. 8.2 Signal No. 61 with white pennant main topgallant masthead and van divisional flag. 8.7 Made signal No. 53 with Royal Sovereign's and Marlborough's pennants. 8.11 Repeated signal No. 73. At 8.19, made signal No. 4 with the Leviathan's pennant. 8.24 Repeated signal No. 36 with preparative. 8.35 Made the Cæsar's and Russell's pennants, No. 36 still flying. 8.37 Made signal No. 4 with Cæsar's and Leviathan's pennants. 8.38 Made signal No. 36 with the same pennants flying. Hauled down No. 4. 8.42 Made signal No. 63 with the Marlborough's pennant. 9.8 Made signal No. 73 with van divisional flag. The enemy began to fire on us. 9.15 The van division began to engage. Sometimes lying to, sometimes standing on, and sometimes going large, governed by the movements of the ship we were opposed to and following her, when another 3-deck ship and a 74 came to her assistance, which we engaged some time, and then they bore up before the wind. At noon left off firing, the enemy all out of gunshot.

P.M.—Moderate and cloudy. The fore and fore topmast stays all been shot away, and fore mast and fore topmast badly wounded as to make us apprehensive of them going over the side; got down the topgallant yard and mast, lowered the fore topsail on the cap, got up the fish tackle and the runners and tackles, and secured the fore mast. At 1, hauled towards one of the enemy's ships dismasted, running before the wind, with her spritsail and a sail on the stump of her fore mast. 1.30 After firing 3 shot

at her she hauled down her colours, and brought to. Out barge, sent an officer to take possession of her. She proved to be the *America* of 74 guns. Out all boats that could swim and brought on board the officers and 300 men prisoners. At 3, sent the 1st lieutenant and men to take charge of the prize.

All our stays fore and aft and most of our standing rigging and running rigging shot away. Employed splicing the standing and running rigging. Bent new courses and main topsail; reeving running rigging. 6.5 Made signal No. 47 with *Niger's* pennant. 7.23 Repeated signal No. 15. 8. The *Aquilon* made private signal No. 30 with compass signal NE. In boats. Moderate and cloudy. *Queen Charlotte* NW 4 or 5 miles.

June 2nd.

A.M.—39 sail, hulks included, in sight. 4.43 Made the *Niger's* signal for a lieutenant. 5.53 Made the *Niger's* signal to wear. 6.40 Answered our signal for a lieutenant. All the fleet and 6 of the taken ships in company. 8.30 Made signals Nos. 47 and 64 with *Niger's* pennant. 8.50 Signal No. 47 with *Montagu's* pennant. 9. Repeated signal No. 101. 9.15 Repeated signal No. 47 with *Montagu's* pennant, with a gun. 9.30 Answered the signal for all lieutenants. 9.55 Made signal No. 47 with a gun and *Montagu's* pennant. 10.15 Made the *Montagu's* signal for a lieutenant. 10.40 Made signal No. 15 with *Niger's* pennant. Employed splicing the standing rigging and reeving running rigging, hoisting up salt water out of the fore and main holds, and starting it to make room for the prisoners. Sailmakers repairing sails, carpenters making fishes for the fore mast. Shook all the empty casks to make room for the prisoners.

BARFLEUR

Journal.—CUTHBERT COLLINGWOOD, Esq., Commander.—
Official No. 9645.

Wednesday, May 28th.

P.M.—Fresh gales and squally. At 2, the Admiral made the signal for a general chase. Made all sail we could carry. At 3, our headmost ship fired on the enemy's rear. At 6, the Bellerophon, Russell, and Marlborough engaged with the enemy's rear. At 8, the Admiral made the signal to call in the Marlborough and Bellerophon. At close of day several of our advanced ships were engaged closely with the enemy's rear. At 9, the firing ceased. All night carrying a stiff sail in chase of the French fleet.

Thursday, May 29th.

A.M.—At 4, the Admiral made the signal to form the order of battle ahead and astern of him as convenient. Found the Audacious was not in company. At 7, the signal to tack in succession. At $\frac{1}{2}$ past 7, the signal to pass through the enemy's line and get the weather-gage. At eight, the rear of the enemy fired on our van in passing, the enemy's van wore and, running parallel to ours, continued a cannonade until noon. At $\frac{1}{2}$ past 11, the Admiral made the signal for the fleet to tack, leading ships first. At 5 minutes after, annulled it.

P.M.—First part fresh gales and cloudy weather, latter moderate with a thick fog. At $\frac{1}{2}$ past 12, the Admiral made the signal to tack in succession and pass through the enemy's line, which our van did, and in passing the enemy's line were engaged closely with them, by which two of the enemy's line lost their topmasts and others much damaged.

At 3, we tacked, and fetching the enemy's rear ship engaged her in passing, on contrary tacks. At $\frac{1}{4}$ past 3, the signal for a general chase. At $\frac{1}{2}$ past 3, to close with the Admiral. At 4, the enemy having wore and pointing their line for our disabled ships *Queen* and *Invincible*, wore ship in the wake of the *Royal Sovereign*, and edging away, turned their van to leeward, engaging the 3 headmost ships of the enemy. At $\frac{1}{4}$ past 5, the enemy bore away and we ceased firing. At $\frac{1}{2}$ past 5, the signal to come to the wind in succession on the larboard tack. The enemy's fleet run to leeward and formed their line on the larboard tack.

Friday, May 30th.

A.M.—At $\frac{1}{4}$ past 9, the signal for the enemy's fleet being in sight. Employed repairing the shot holes in the sails. Foggy weather. The fleet under an easy sail.

Saturday, May 31st.

P.M.—Moderate and fair weather the most part. At $\frac{1}{2}$ past 2, the fog cleared away, saw the French fleet bearing NNW and standing to the westward, and by signal altered course together towards them. At 4, the Admiral made the signal to form the line of battle on the larboard line of bearing. Made sail to take our station ahead of the Admiral. At $\frac{1}{2}$ past 5, the Admiral made the signal for the van, centre, and rear of the fleet to prepare to engage respectively the van, centre, and rear of the enemy. The enemy forming their line to leeward, consisting of 26 sail of the line. At $\frac{1}{2}$ past 8, we were formed in line of battle, and stood on all night with a moderate sail.

Sunday, June 1st.

A.M.—At daylight, the enemy's fleet having fallen considerably to leeward, bore down towards them. At $\frac{1}{2}$ past 7, hauled to the wind and formed the line close and compact. At 8, the Admiral made the signal that he meant to pass through their line and engage them to leeward. At 9, the Admiral made the signal for each ship to steer for and engage the ship opposed to her in the enemy's line. At $\frac{1}{2}$ past 9, to engage the enemy close. At 10, the action began. At $\frac{1}{2}$ past 10, Rear-Admiral Bowyer was wounded. Both fleets continued very warmly engaged until $\frac{1}{4}$ past 11, when the enemy gave way and ran to leeward, leaving 7 ships dismasted, viz., the *Sans Pareil*, *L'Impétueux*, *Le Juste*, *Northumberland*, *Achille*, *Amérique*, and *Vengeur*. Two others dismasted were towed off, and two more which lost their main and mizen masts. The *Defence* and *Marlborough* were totally dismasted, the *Royal George* lost her fore mast, the *Queen* her main mast, and several of our ships their topmasts. The Admiral made the signal to form the line of battle ahead and astern of him. Moderate and cloudy weather.

P.M.—Employed repairing the material parts of the rigging, which was shot away, and taking possession of the captured ships. At 6, the *Vengeur* sunk, and many of the people went down in her, notwithstanding every exertion to save them. Had nine men killed in the action and 25 wounded. The masts and yards a good deal shot, many of them rendered unserviceable.

Monday, June 2nd.

A.M.—Employed exchanging the men from the ships captured.

QUEEN

Log.—R. MITCHELL, Master, killed in action.—Official No. 2909.

Wednesday, May 28th.

Fresh breezes. Admiral SE by S. Do. weather. A strange fleet in sight to windward, which we suppose to be the French. $\frac{1}{2}$ past 8, 25 ships in sight from the masthead edging towards us. At 9, made out 28 large ships. At 11, tacked ship per signal. The French fleet forming the line on the larboard tack. Cleared ship for battle. At noon fresh breezes and hazy weather. Fleet in the order of sailing. The French fleet from SSW to SW $\frac{1}{2}$ W, 4 or 5 leagues.

[This fragment is the only official record of the proceedings of the Queen. The following is an extract from the private journal of Lieutenant Ballard of that ship, now in the possession of Colonel Brander.]

QUEEN

Private Journal.—Lieutenant S. J. BALLARD.

Wednesday, May 28th.

A.M.—Just before 8, discovered a strange fleet of large ships from the masthead, standing for us and we for them. At 9, made out 28 large ships. Our fleet carrying a press of sail to meet them, which they declined. Cleared ship for battle. At 11, tacked. The French fleet forming in a line of battle on the larboard tack. Fleet in chase in the order of sailing. French fleet from SSW to SW $\frac{1}{2}$ W 4 or 5 leagues. Lord Howe WSW 3 miles.

P.M.—Fresh breezes and squally. The whole fleet in chase of the French, hoping to bring on a general action by our fast sailing ships attacking their rear. At 3, the weathermost of our ships fired

on the enemy's rear. $\frac{1}{2}$ past 3, wore with the fleet. Strong breezes, hazy weather, with squalls. The enemy's rear SSE. $\frac{1}{2}$ past 6, observed Admiral Pasley's squadron engaged with the enemy's rear. The body of their fleet SE 9 or 10 miles. Fleet carrying a press of sail in chase. About 10, got up with our ships that were engaged, but too much to leeward for our shot to do sufficient execution. Observed to appearance, by the light of our ships' guns, a large ship, very much shattered, her fire silenced, fall on board one of our ships, with an intent we imagined to board. Prepared for boarding. All hands at quarters.

Thursday, May 29th.

A.M.—At 3, observed the enemy's fleet to windward in line of battle. Our fleet at daylight forming, found ourselves well ahead and to windward of most of our fleet. At 8, the fleet wore in succession. At 9, exchanged a few distant shot with the enemy's rear passing. Made and shortened sail occasionally to preserve our station in the line. Fresh breezes and cloudy. The two vans engaged at a distance. The enemy being to windward, no hopes of bringing them to close action. The signal to tack annulled. Cæsar's inability to comply with it.

P.M.—At 53 minutes past noon, wore ship per signal and renewed the action, passing along the enemy's line within ours. Made four different attempts to break the enemy's line, but could not effect it. Their rear being so compact left no possibility of sailing ahead of any of their ships, particularly from the shattered state of our ship who barely steered. At $\frac{1}{2}$ past 2, discontinued firing, having passed the enemy's rear ship. Most of our fleet in action. Wore ship and laid our head towards the enemy. Employed refitting the damages sustained

in action. Masts all wounded. Got the topgallant masts down. Cleared the wreck of the fore yard. Sent the main topgallant mast up for a mizen topmast; main topsail yard for a fore yard; and bent a complete new suit of square sails. 4.10 Made the Venus' signal to stay by us. 6.10 The enemy's fleet wore and stood for us with an intent to cut us off; which they would have done had not some of our ships very gallantly bore down to our assistance, when they hauled off and wore in a good line. At 8, the body of our fleet West. Inclinable to fog. Fresh breezes and squally. At 12, lost sight of our fleet. Thick fog with rain.

Friday, May 30th.

A.M.—At daylight, part of our fleet in sight. Made and shortened sail occasionally. Mustered the ship's company. Found we had killed, Mr. William Mitchell, master, and 22 men; wounded, Captain Hutt, Lieutenants Lawrie and Hollis, Mr. Le Briton, midshipman, and 48 men, 27 very severely.

Clearer. Saw the body of the French fleet bearing NW, 3 or 4 leagues. 8.45 Made the signal to say we were ready to renew battle. 9.35 Invincible ordered to quit the line, having sprung a lower mast. Fresh breezes and hazy. Fleet forming in the order of sailing.

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Sunday, 1st June.

A.M.—At daylight, the French fleet in sight far to leeward. Altered course to starboard per signal. $\frac{1}{2}$ past 7, came to the wind on the larboard tack by signal. The enemy in a line of battle from WNW to N by E. At $\frac{1}{2}$ past 9, bore down on the enemy,

each ship for her opponent. $\frac{3}{4}$ past 9, the two vans began to engage. Received the fire from several of the enemy's rear ships, going down to bring our opponent to close action, which she easily declined by making sail from us; our ship then being very much disabled in her masts, sails, and rigging. $\frac{1}{4}$ past 10, brought the next ship to close action, passed through their line and engaged within a cable's length to leeward, sometimes the two ships barely clear of each other. Soon found we had the superiority over our opponent at close fighting, her fire being nearly silenced by $\frac{1}{2}$ past 10; and in much confusion, having suffered us to rake her twice, when her mizen mast, and soon after her main and fore masts, went by the board, as did our main mast nearly at the same time. Still a well-directed fire kept up till eleven, when the French ship, being totally dismasted and her fire silenced, called for quarter. Our boats all being shot through could not take possession of the enemy. People employed clearing the wreck, getting up a jury main mast, and repairing the damages sustained in action. The van and part of our centre still in action. Counted 9 ships dismasted astern of our van. The generality of them had struck to our ships. Moderate breezes and fine clear weather.

P.M.—Moderate breezes and hazy. Employed repairing damages and putting the ship in a state of defence. $\frac{3}{4}$ past 12, wore ship under a shattered jury foresail and fore topsail. The ship being unmanageable, all her after yards and sails shot away. Observed eleven sail of the enemy's line and their frigates standing for us. Our fleet so much disabled to windward, no hopes of relief from them. Beat to arms. Swayed a fore studdingsail up for a cross-jack to keep the ship from falling down on the enemy. At $\frac{1}{2}$ past 1, they began a heavy fire on us,

which we so faithfully returned, occasioned them to pass on, not wishing to have any more fire from a disabled British ship. Lord Howe, perceiving our distress, sent the Pegasus frigate to our assistance, who took us in tow. Wore ship. $\frac{1}{2}$ -past 6, having got up a jury mainmast, and after sails set, the Pegasus cast us off. 6.5 Observed one of the prizes, an 84-gun ship, sink with great part of her crew. The Rattler and boats of the nearest ships employed taking up the crew of the ship that sunk. At 10, bent a repaired foresail. Moderate and fair weather. The Admiral's light E by S 1 mile. Committed the body of Robert Moore to the deep, slain in battle.

Monday, June 2nd.

A.M.—At daylight no appearance of the remains of the beaten French fleet. 31 sail of masted ships in company, and 8 hulks. Mustered the ship's company. Found 14 men killed. Lieutenant Dawes and 20 men severely wounded.

[The diagrams between pages 72 and 73 have been copied from Lieutenant Ballard's journal. They give an excellent idea of the position of the fleets at various phases of the three actions, as seen from the Queen. A graphic representation is given of the opinion held on board the Queen as to the behaviour of the Cæsar on the 29th May. View 9 also shows an implied censure on the conduct of the Commander-in-Chief in permitting disabled and even surrendered ships of the enemy to be towed off by their frigates and small craft, and in making no effort to assist the Brunswick.]

BELLEROPHON

[The following is one of the best accounts of these actions to be found among the logs or journals. The Bellerophon was flagship of the detached squadron of fast-sailing ships, and was closely engaged on the evening of the 28th of May. She was the only ship which followed the Queen Charlotte through the French line on the 29th. On the 1st of June she was virtually the van ship of the line, owing to the failure of the Cæsar to place herself along-

side her proper opponent ; and in this position was not only exposed to the fire of the two leading French ships, but appears to have also received stray shot from the *Cæsar* herself. (*Vide Minutes of Courts-Martial, vol. 72.*)]

Journal.—Capt. WM. HOPE.—Official No. 9664.

Wednesday, May 28th.

A.M.—Moderate and fine weather. Hauled to starboard and steered SE per signal. Sent the frigates to look out. At 6, the *Phaëton* spoke a strange sail in the SE and made signal for a strange fleet SSW. At 9, saw 33 sail to windward, 23 appeared to be of the line. Went to reconnoitre by signal. At noon the enemy's fleet SW to WSW 3 or 4 leagues, standing on the larboard tack under easy sail. At 9, the Admiral made our signal to shorten sail. The enemy's fleet in a line ahead ; our fleet 3 or 4 miles to leeward in the order of sailing under a press of sail.

P.M.—Fresh gales and squally, with showers and a heavy swell from the westward. Repeated the general signal for chase and battle. About 3, the *Russell*, being about a mile or two to windward of us, began to fire on the enemy's rear as they were hauling on the starboard tack ; the *Russell*, *Thunderer* and frigates stood on to get into their wake. We tacked before the rear ship got on [our] beam, which enabled us to bring them to action a considerable time before the other ships could get up to our assistance. The Admiral, seeing us engaging a three-decked ship, made the *Russell's* and *Marlborough's* signals to come to our assistance, they being astern and on the weather quarter. A little before dark more of the fleet had got up with us ; the *Leviathan* and *Thunderer* in particular passed to windward of us, and each of them poured a well-directed broadside into the ship we was en-

French Fleet

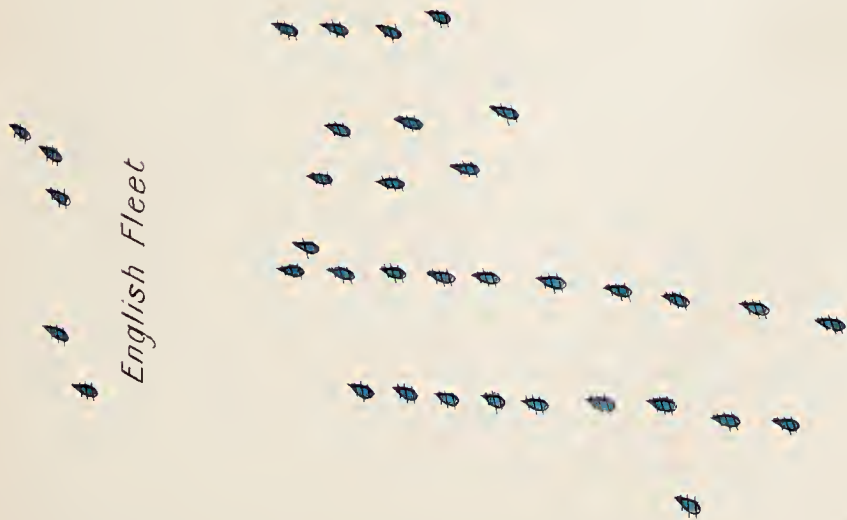
Wind S.S.W.



VIEW THE 1ST

*British Fleet in the Order of Sailing
on the 28th of May, 1794, at eight in
the morning, when the French Fleet
was first discovered to Windward,
coming down.*

English Fleet



Wind
S.S.W.



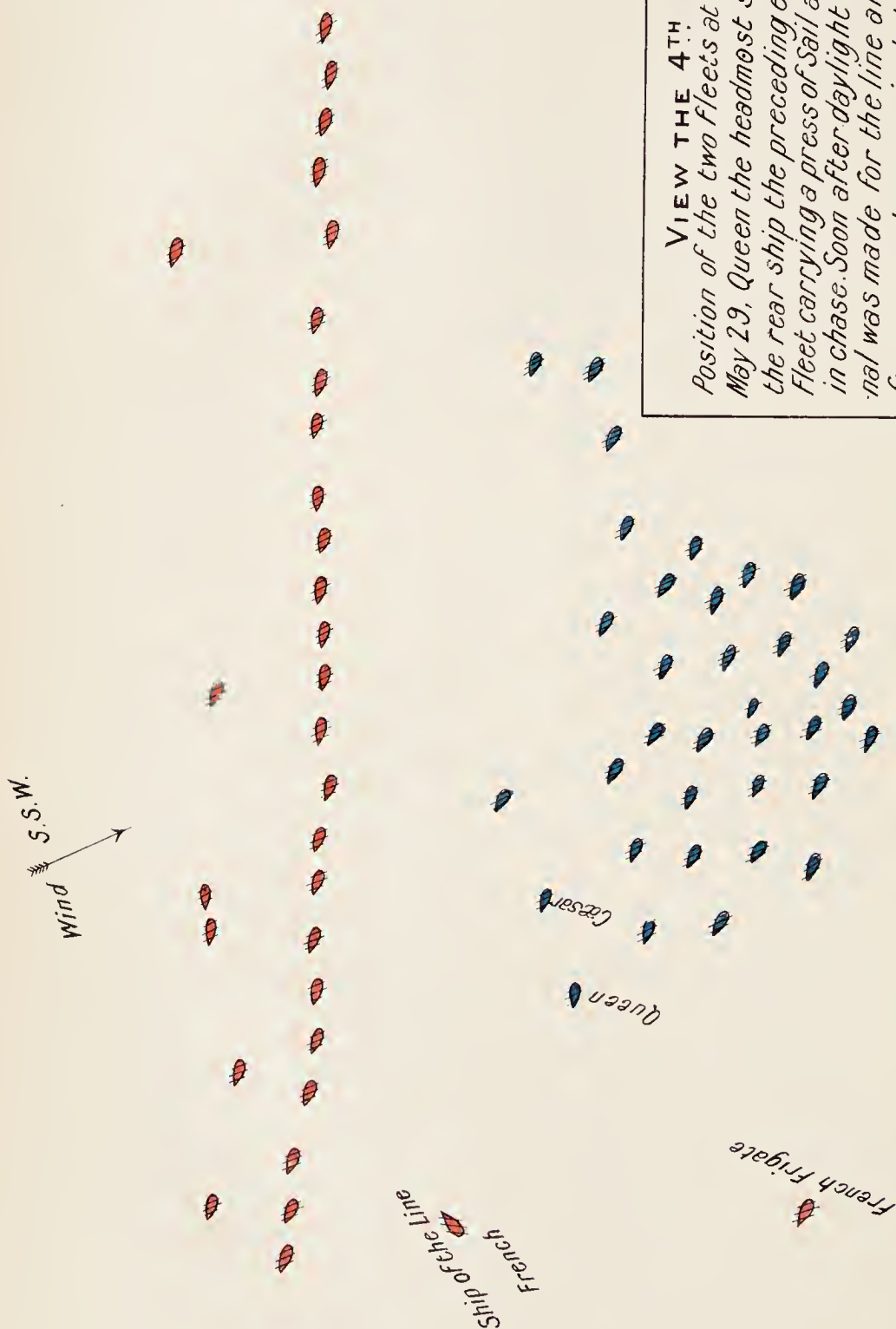
VIEW THE 2ND

Position of the British & French Fleets
on the 28th May about 6 P.M. when the
Bellerophon brought the enemy's rear
to action.

Wind S. S. W.

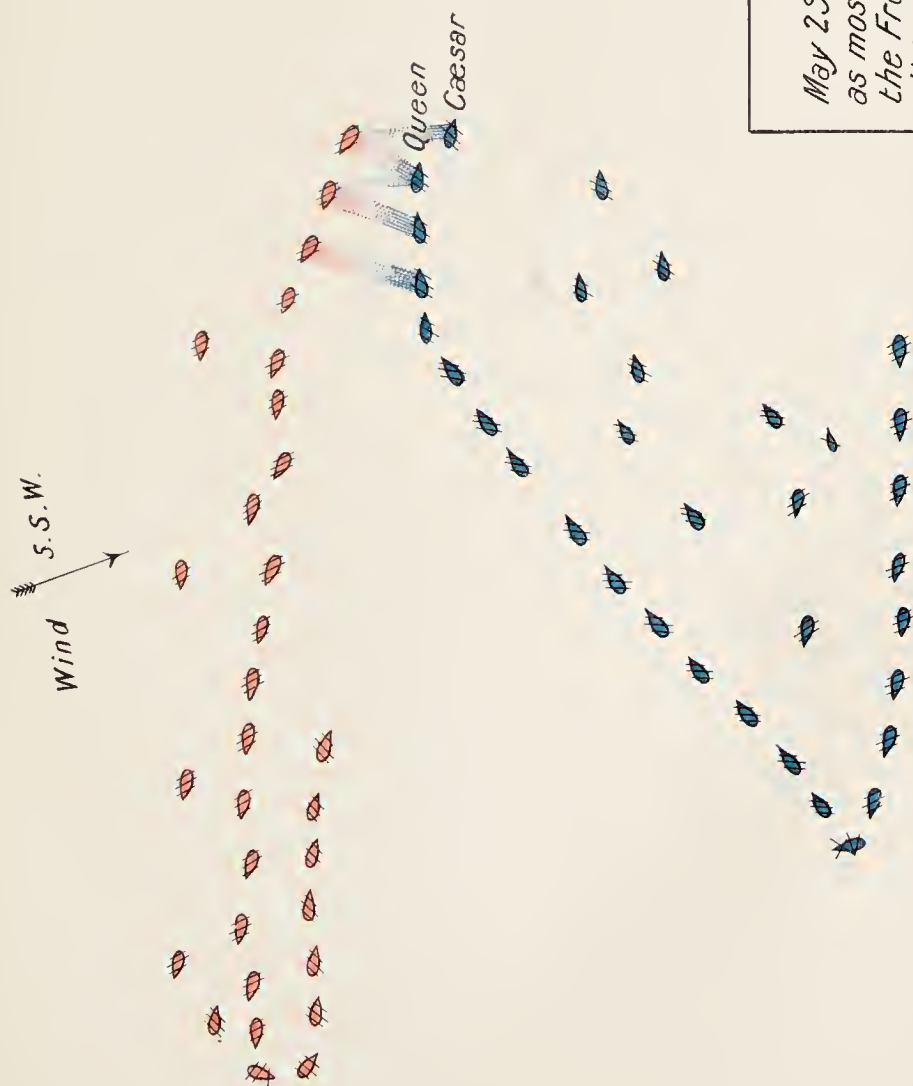
VIEW THE 3RD

British Fleet in pursuit, French Flying. About sunset May 28th 1794, the Audacious arrived up to the assistance of the Bellerophon and Leviathan, who had been some time in action with the Révolutionnaire. About $\frac{1}{2}$ past nine, as we passed to leeward of the above ships saw the French Ship submit to the Audacious.



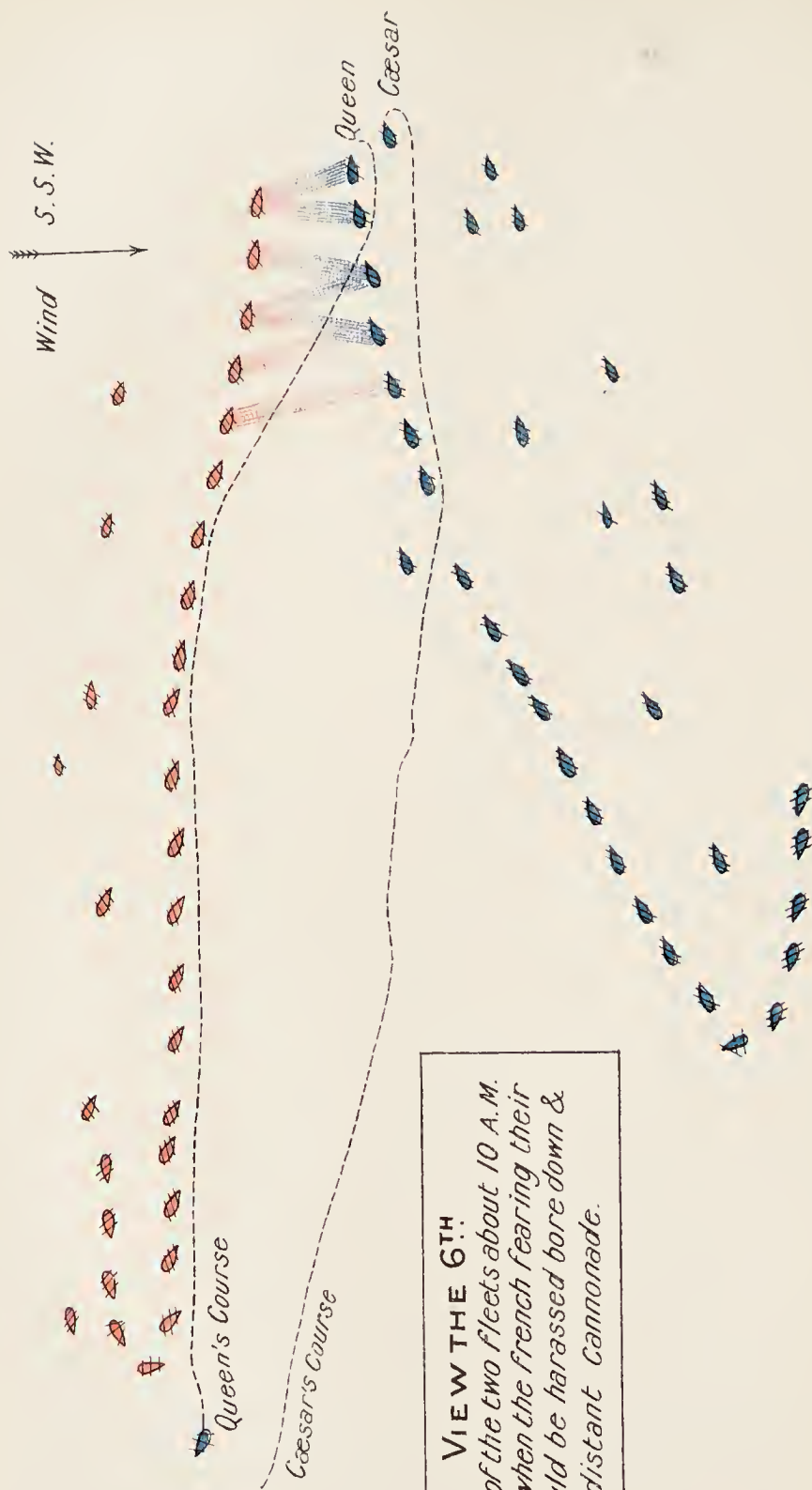
VIEW THE 4TH.

Position of the two fleets at daylight May 29, Queen the headmost ship tho' the rear ship the preceding evening. Fleet carrying a press of sail all night in chase. Soon after daylight the signal was made for the line ahead to form as most convenient, the Caesar outsailing the Queen became the van ship.



VIEW THE 5TH

May 29. British fleet in chase formed as most convenient. The Van, passing the French Rear exchanging a few distant shot.



Wind
S. S. W.

VIEW THE 7TH

Position of the two Fleets at 3 P.M. May 29th after passing each other. The Queen much disabled, would have been cut off but for the assistance of the Royal Sovereign, Barfleur, Impregnable, & Glory who formed to leeward of her.

VIEW THE 8TH

June 1st 1794 about 9 A.M. When the French Fleet opened their fire on the British Fleet going down on them for close action.



gaging. By this time, having received sundry shot in different places, the main cap disabled and the mast likely to fall over the side, made the signal of inability, got down the topgallant yard, mast, &c., and secured the cap, and bore up in the Admiral's wake by signal about . The rear [ship] of the enemy lost her mizen mast and bore up, as we supposed, with intention to strike to us, but was intercepted by one of our ships, who soon after silenced her fire and run down to leeward after her.

Thursday, May 29th.

A.M.—Fresh breezes and hazy ; the enemy in a line ahead 4 or 5 miles distant, the fleet being in an irregular position. The Admiral made signals to take stations as convenient ; we bore up next to the Queen Charlotte astern. About 8, our fleet tacked in succession with a view to cut off the enemy's rear ; but they wore in succession, run down to leeward of their line, supported their rear, and edged down on our van, and at 10, they began to fire on our van at a great distance. Hazy weather with a great swell from the westward.

P.M.—Fresh breezes and hazy ; the enemy's line inclining towards ours, and every appearance of a general action. The signal was repeated for the van to tack ; they made the signal of inability. At last they got round. The signal was made to cut through the enemy's line. The Admiral, finding that our leading ships was passing to leeward of their line, tacked in the midst of a very heavy fire or cannonade and cut through between the 4th and 5th ships in their rear ; we followed and passed between the 2nd and 3rd ships, all the others passed to leeward of their line. In passing we brought down a ship's topmast, and in the heat of the action it was difficult to know who was French or who was English, we

was all firing through one another. Their rear ship received many broadsides even from our three-deckers, but still kept her colours flying. Lord Howe made the signal to tack and for a general chase, but few of the van ships were able to follow him; upon which the French rallied, tacked and supported their disabled ships, and even attempted to cut off our *Queen*, who came out of the action a mere wreck. The Admiral seeing their intention bore down with several of the heavy ships that had not been engaged, and forced the enemy to leeward of our disabled ships. In passing the line we had our sails and rigging cut to pieces. Brought to, rove new rigging, bent a new fore topsail, &c. and about $\frac{1}{2}$ after 5 bore down and joined the Admiral, who soon after wore and formed the line in two divisions and stood to westward under easy sail, the enemy to leeward in a line ahead. About sunset saw two large ships pass to windward. Employed splicing, knotting, and repairing sails, &c. At night thick foggy weather.

Friday, May 30th.

A.M.—At 8, saw the enemy to NNW. At noon foggy. Saw the enemy to leeward 4 or 5 miles.

Saturday, May 31st.

P.M.—Moderate and foggy weather. About two, it began to clear up a little, saw the enemy to leeward 8 or 9 miles. Made the signal for seeing them, and soon after the fleet bore up towards them by signal. They edged away from the wind and several of their ships changed stations in the line. About 7, the van of our fleet being within 3 miles of the enemy's centre, and the heavy ships in the rear a consider-

able way astern, the Admiral, finding it impossible to bring on a general action before dark, made signal for the fleet to haul their wind on the larboard tack. At sunset the enemy in a line ahead steering about two points from the wind, their van NW by W, their rear NE by E, their centre distant from us about 4 miles. About 11, the Phaëton came along the line, hailed the different ships, and told them that it was Lord Howe's intention to carry his foresail, single-reefed topsails, jib and main topmast staysail all night.

Sunday, June 1st.

A.M.—At daylight fresh breezes and cloudy, none of the enemy in sight, and our rear ships a long way astern. After making the signal several times for the fleet to close to the van, when the line became nearly connected the signal was made to alter course to starboard and steer NW. About 6, saw the enemy to northward, bore up towards them. About 8, being nearly within shot, and their van brought to and waited for their rear to close. About $\frac{1}{2}$ past 8, ran down on the enemy in nearly a line abreast, with the signal for close action, and each ship engage his opponent in the line. Ran down and lay upon our opponents' quarter within musket shot, in going down we received a very heavy fire from 3 or 4 of the enemy's van. At 50 minutes past 10, the Admiral¹ unfortunately lost his leg, before which time we had once or twice made the Cæsar's signal for close action, she lying frequently to windward of us. A little before noon the van of the enemy began to bear up, [we] having silenced their fire; our topmasts being both gone, and most of our lower shrouds shot away, we were unable to follow. Made the Latona's signal to come to our assist-

¹ Rear-Admiral Thomas Pasley.

ance. When we got out of action and the smoke cleared away saw 11 ships to windward of the fleet without a mast standing, two of them proved to be the Marlborough and Defence. Saw several of their wrecks firing at some of our ships though without a mast standing. Cleared away the wreck of the fore and main topmasts, cut away the remains of the mainsail, which was shot and tore to pieces. Employed knotting, splicing, and securing the lower masts, particularly the main mast which had most of the shrouds shot away, and otherwise dangerously wounded in several places; fortunately no accident happened amongst the people. We had only four killed and about thirty wounded. But masts, sails, and rigging were cut to pieces; even the boats and spars on the booms were all destroyed with shot.

P.M.—Saw the rear of our fleet standing towards us, firing both sides; bore up towards them. Saw the Montagne, the French Admiral's ship, to windward with only her fore mast standing, by herself, keeping up an incessant fire on our ships as they passed. She then wore round, set her foresail and joined the remainder of her fleet. By this time the French ships that were not disabled formed a kind of line to leeward, stood to the eastward and fired on our ships as they passed, particularly the Queen who had only her fore mast standing. About

o'clock, the firing ceased and by some means or other the enemy towed off 4 or 5 ships, which had hardly a mast left. The French Admiral shifted his flag to another ship. The Brunswick, being to leeward of the enemy with her mizenmast gone, was obliged to make sail to the northward. About 6 o'clock, saw one of the enemy's ships, said to be the Jacobin, sink, but two of our ships near picked up many of her people. People employed repairing our defects and getting up jury masts.

Monday, June 2nd.

A.M.—Signal was made for 9 sail of the enemy on the NNE. The people employed as before.

GIBRALTAR

[No log of the Gibraltar previous to the following can be found at the Record Office. The remark 'Found we had broke their line' seems to show that the ship was not handled with conspicuous ability. Sir Edward Codrington has placed on record the opinion of one of her own officers on the subject.]

Log.—PETER SALMOND, Master.—Official No. 2562.

Saturday, May 31st.

P.M.—Moderate breezes and hazy. At $\frac{1}{2}$ past one discovered the enemy's fleet bearing from North to NW. Bore up per signal. Bearing down on the enemy. Answered the signal to prepare for the van to engage the van, the centre the centre, and the rear the rear of the enemy. Answered signal to carry light during the night, also signal 83. At $\frac{1}{2}$ past 7, out 2nd reefs topsails. At 8, shortened sail having arrived in our station in line of battle, the van of the enemy's fleet NW and the rear NE. Moderate breezes and cloudy; made sail and shortened it occasionally.

Sunday, June 1st.

Fresh breezes and cloudy. At 4, answered signal 61. Perceived the enemy to have bore away in the night. At 5, answered the signal to alter the course. Saw the enemy bearing from North to NNW. At $\frac{1}{4}$ past 7, answered signal and hauled the wind larboard tack. At $\frac{1}{2}$ past, answered signal to engage the enemy. At 8, answered signal 61. At 9, bearing down. At $\frac{1}{4}$ past 9, commenced firing on the enemy's centre. At 10, the ship's head to the west-

ward, found we had broke their line. $\frac{1}{2}$ past 10, wore and engaged starboard side to leeward of the enemy. At $\frac{1}{2}$ past 11, wore ship and continued firing on the enemy.

P.M.—Moderate breezes and hazy. Still keeping up a continual fire on the enemy. At $\frac{1}{2}$ past 1, ceased firing, the enemy having taken themselves off except the ships that lay dismasted. When the smoke cleared away perceived 7 of the enemy totally dismasted, two with only their foremast standing, three with part of their lower mast cut off below the top, also two English ships totally dismasted. At 6, one of the French ships sunk. Brought to, took possession of the Northumberland, which ship struck to us. Sent an officer on board her. Bent a new fore topsail. Answered signal for all lieutenants on board Queen Charlotte. Received an officer and some prisoners. Lying by the Northumberland. Moderate and hazy weather.

Monday, June 2nd.

A.M.—Preparing to take the prize in tow. Answered signal to close round the Admiral. Bore up and went under the Queen Charlotte's stern. Answered signal for a lieutenant. At 11, brought to and sent boats to change the prisoners. Fresh breezes and cloudy.

CÆSAR

[The log of the Cæsar cannot be found at the Record Office. Captain Molloy's report of proceedings has been inserted in order to give an account of the part his ship took in the actions, from the point of view of her commander.

The court-martial, held on board the Glory in Portsmouth harbour in April and May 1795, sentenced Captain Molloy to be dismissed from the Cæsar, for not having done his utmost to bring the ship into close action on the 29th May and 1st June, 1794,

though they also found that his courage had been unimpeachable on those occasions. The *Cæsar* seems to have attracted the attention of several of the other ships in the squadron ; and, from the mention made of her in the various logs, it appears that Captain Molloy's brother officers took the same view of his conduct as did the court.]

Observations and Proceedings of his Majesty's Ship Cæsar on the 28th and 29th of May, and the 1st of June, 1794.

(Minutes of Courts-Martial. Vol. 72.)

On the 28th when the signal was made for a general chase and to attack the rear of the enemy, we were not able to fetch up far enough to windward to come to action with them, though several of their shot passed over us, some of which cut the foresail and main topsail. At 6, we saw the *Belleophon* closely engaged with the rear ship of the enemy, keeping up a brisk fire and behaving most nobly ; but having lost the main topsail yard she edged down towards the fleet, and the *Leviathan* then got up alongside of the rear ship of the enemy and began a close and heavy fire, and continued engaged with her a considerable time. The *Russell*, *Thunderer*, and several other ships also fired on the rear of the enemy. A little after 8, the rear ship of the enemy bore up out of the line, and I concluded that she had struck ; at half past 8, she appeared to me to be on fire in one of her tops.

May 29th.

At dawn of day saw the enemy's fleet, consisting of 26 sail of the line, on our weather beam. At $\frac{1}{2}$ past 4, the signal No. 55 being made to form the line as most convenient, made sail and took our station ahead, as leading ship, the *Queen* being next to us on the line. At half-past 6, tacked ship per signal in succession and formed on the larboard tack. At

7, the four rear ships of the enemy in crossing on different tacks opened their fire upon the Queen and us ; finding their shot going over us and through our sails, we returned their fire, as did the Queen. The enemy's fleet having wore in succession and formed on the same tack with us, stood along our line and edged down. At $\frac{1}{2}$ past 8, our signal being made to make more sail, let the third reef out of the main topsail ; in doing which the sail split all the way down, from the earing to the clew, owing to its having been shot the night before. Unbent the sail immediately and got a new sail to the yard, before the van ship of the enemy came abreast of us. At 10, the van and centre of the enemy began to engage. $\frac{1}{2}$ past 10, the van ship of the enemy being abreast of us, and keeping up a heavy fire on us, we began to engage, and by the quickness of our fire, slackened hers considerably. At 11, our signal was made to tack ; and whilst we were preparing so to do, the signal was annulled. At 12 o'clock, the van ship of the enemy our opponent appeared to be silenced, as she did not fire a single shot at us for $\frac{1}{4}$ of an hour, but hauled her main tack on board and kept a close wind, in doing of which we shot away her main tack and weather fore topsail sheet, which caused her to drop nearer to us, and we continued a heavy fire upon her. At this time our signal was again made to tack, but as our fore yard was nearly shot through, the main stay shot away and the Queen little more than a cable's length astern of us, and a heavy head sea running, I thought it dangerous to attempt tacking. I therefore made the signal of inability to tack, but wore ship immediately and then hauled to the wind on the starboard tack, under the stern of the 5th ship in our van. In the act of wearing the van ship of the enemy fired several raking shot at us. At this time, I observed the signal No. 34

out, but as our fore yard was nearly gone in two and our weather bumpkin block and fore tack being shot away, the sail blowing up on the yard and 8 sail of the enemy's ships closing each other and edging down towards us, I found it impracticable to pass through their line. I therefore kept on to leeward of it, firing at and receiving the fire of every ship of their line as we passed, but observing many of our own ships to leeward (not being able to see us for the smoke) kept firing at us, and having cut away our lee main tack and sheet and hulled us twice, I ceased firing that they might see my colours, and made the people lie down to prevent their being exposed to the enemy's fire ; and did not again fire till I was too far to windward for the shot of our ships to reach us. Having then spliced the fore tack and got a block at the bumpkin end and hauled to the wind, we fetched close up to the three rear ships of the enemy's line, on which we kept a brisk fire till they passed us. After our firing ceased, I observed the *Queen*, *Invincible*, and *Bellerophon* had also run to leeward of the enemy's line as we had, and that the *Queen Charlotte* alone had cut through the enemy's line and was closely engaged then with several of them. After she had passed them all, she tacked and made a general signal to chase, upon which we wore and came to the wind on the larboard tack ; but, from our rigging being very much cut, our main and mizen stays shot away, and expecting every minute our fore yard to come down, the larboard yard-arm having been shot quite through, we could make but little sail. All we could set was set. In this action we had three men killed and nineteen wounded, and three guns disabled, two of which (24 pounders) we threw overboard ; and the ship made so much water, it was with difficulty we could keep her free, for until

we had stopped some of the principal shot holes, the leaks gained upon the pumps.

The 1st of June at $\frac{1}{4}$ past 8 bore up per signal to attack our opponent in the enemy's line. At 12 minutes past 9, the three van ships of the enemy's line began firing upon us, the 4th and 5th firing at the *Bellerophon*, who appeared to me to be close alongside the fourth ship but standing on towards their van. At 25 minutes past 9, backed the main topsail and opened our fire on the van ship of the enemy's line, upon which their second ship closed to the first and both ships kept a heavy fire upon us, which we returned as quick as possible. A short time after, not seeing our opponent for the smoke, I ceased firing; and as it cleared away I observed that they had edged down from us and increased their distance. I therefore ordered the mizen topsail to be backed and the helm to be put hard to port, and told the master (who was at the conn) to steer close down on the weather bow of the van ship. The men at the wheel at that moment called out that the rudder was chocked and that they could not move it either way. We then squared our fore yard, and lay with our three topsails to the mast. Our signal was at that instant made by the *Bellerophon* to come to close action; our mizen yard was shot in two and the mizen mast quite through and through, and we expected every moment it would fall. In this extreme awkward situation we lay for more than thirty minutes with our signal flying to come to closer action.

I want words to express the pain and anxiety of mind I laboured under all the time. I ordered the fore topsail to be filled and the fore topmast staysail hoisted to run down close to the enemy; but the master very properly said, 'If we get before the wind, and the rudder continues fixed as it now is, we

cannot again bring her to, as we can set no after sail ;' and we therefore continued with the three topsails aback, engaged with the two van ships, but at a greater distance than I wished. The carpenter, master, and three lieutenants went to examine the cause of the obstruction of the rudder, and the carpenter reported to me that two shot had struck the rudder, one of which was lodged between the stern-post and the rudder, but that that did not appear to him to obstruct the movement of it. Soon after we discovered that a shot had driven a splinter and a part of one of the lower deck port ropes into the starboard quarter block of the tiller rope, which had jammed the rope in the sheave. As soon as it was cleared, we filled the fore topsail and bore round upon the van ship of the enemy and got close alongside and kept a heavy fire on her, till she bore away before the wind. The ship's company seeing it, in the eagerness of their joy, which I could not restrain, ran upon deck on the booms and starboard gangway, and gave three cheers ; during which time the second ship of the van fired at us and wounded several men. I ordered the people to return to their quarters and we backed close down on the second ship, but we had scarce fired on her, when she also bore away, with as much sail as she could set. The third ship, with which the *Bellerophon* was then engaged, fired a few shots at us, which we returned ; and soon after all her masts went away together. On looking round after this, I saw several ships dismasted, and the *Royal Sovereign* about $\frac{1}{2}$ mile to leeward of us, with the signal flying for ships to close round him. I then bore down to him and shortly after the signal was made to come to the wind on the starboard tack. The only observations I made during the action were of the very spirited and noble conduct of Rear-Admiral Pasley and

Lord Hugh Conway, the Bellerophon and Leviathan being the only ships I took notice of during the whole of the action.

Killed 15	} Unfit to come to
Died this day 3	

A. P. MOLLOY.

TREMENDOUS

Log.—W. LLOYD, Master.—Official No. 2697.

May 28th.

A.M.—At $\frac{1}{2}$ past 8, signal for a strange fleet in the S by E quarter. Do. that the fleet seen was an enemy. Do. to prepare for battle. Do. to recall frigates from chase. At $\frac{1}{2}$ past 10, signal to tack in succession, headmost ships first. At 11, for the ship's company to have time to dine. Fresh breezes and cloudy, with a swell from the southward. Noon, do. weather. In chase of the above fleet, bearing SSW. Distant 8 or 9 miles.

P.M.—Moderate breezes and cloudy weather. Still in chase of the enemy's fleet, consisting of 30 sail, 26 of which [appeared] to be of the line. At $\frac{1}{2}$ past 2, the Admiral made the signal to attack and harass the rear of the enemy; 10 minutes after, signal for a general chase. Signal 35 to engage as arriving up in succession. At 3, the Bellerophon and division showed colours and fired on the enemy's rear; $\frac{1}{2}$ past, tacked ship. $\frac{1}{2}$ past 4, signal for each ship to carry a light. At 5 minutes before 6, the Bellerophon attacked the enemy again. 25 minutes after 6, signal 29 for the Marlborough and Ramillies to assist ships going into action. $\frac{1}{4}$ before 8, signal for a line of battle ahead as most convenient. At $\frac{1}{4}$ past 8, Admiral Graves hailed us and ordered us to take our station astern of the Royal Sovereign,

part of our ships to windward still in action with the enemy's rear. Fresh breezes and cloudy weather, with a tumbling swell from the southward.

May 29th.

A.M.—At 10 minutes after 4, signal to form a line as most convenient. Discovered the Audacious to be missing. Fresh breezes, &c. About 7, signal to tack in succession. At 8, signal to fire on the enemy in passing. $\frac{1}{4}$ past 8, tacked ship. $\frac{1}{4}$ before 9, the Cæsar's signal to make more sail. 20 minutes before noon, signal to tack in succession. At 10 minutes after, to annul the former signal. Noon.—Fresh breezes and cloudy. The enemy's fleet to windward distant about $1\frac{1}{2}$ mile. Our fleet in a line of battle ahead gaining the wind of the enemy. Do. perceived one of the enemy's ships to have lost her fore topmast.

P.M.—Fresh breezes and hazy weather. At $\frac{1}{2}$ past 12, signal to tack in succession. Van of our fleet begun to fire on the enemy. At $\frac{1}{2}$ past 1, signal to engage as circumstances required. About $\frac{1}{2}$ past 2, the Alfred run foul of us in stays and carried away our starboard and stern galleries, with sundry other damages.¹ Do. wore ship and passed to the lee of the enemy's line, engaging as we run along. At 3, the Admiral made the signal for a general chase. At 4, do. to keep in the Admiral's wake; wore ship. $\frac{1}{4}$ past 4, to form the line as most convenient. [$\frac{1}{2}$?] past 4, the Glory's signal to tack. Do. the firing ceased on both sides. $\frac{1}{4}$ past 5, signal for the weathermost ships to keep in the Admiral's wake. $\frac{1}{2}$ past 5, signal to form the line of battle or sailing on the larboard line of bearing.

¹ The Alfred's log gives a different account of this.

May 30th.

A.M.—5 minutes past 8, signal for the Phaëton to pass within hail of the Admiral. About $\frac{1}{2}$ past 9, the signal for having discovered the enemy. At 10 minutes before 10, signal No. 55 to form the line ahead and astern of the Admiral as most convenient. At 10, signal for ships astern to make more sail. 20 minutes before 11, signal No. 74 to form the order of sailing in 2 divisions. At 11, to know whether the fleet was in a condition to renew the action. At 20 minutes past 11, signal to come to the wind on the larboard tack. At $\frac{1}{2}$ past 11, signal No. 61 to close towards the van ship. Employed knotting, splicing, and refitting sundry parts of the rigging. Employed reefing the fore topmast. Thick, hazy weather, with rain. Bent a new main topsail and main topmast stay sail. Sailmakers employed repairing ditto and sundry other sails. Noon.—Fresh breezes and thick hazy weather.

May 31st.

P.M.—Fresh breezes and hazy weather. At $\frac{1}{2}$ past 1, signal was made for strange sails in the North quarter; directly after signal was made to make sail after lying by. $\frac{1}{4}$ before 2, signal to alter the course to NNW together on the larboard tack. $\frac{1}{2}$ past 3, signal to come to the wind on the larboard tack. $\frac{1}{4}$ before 4, signal to form the line of battle or sailing on the larboard line of bearing. 10 minutes before 4, signal to keep in closer order. At 4, the signal for the larboard division of the fleet to alter their course to NNW. At 10 minutes past 4, Gibraltar's signal to make more sail. At $\frac{3}{4}$ past 4, signal to alter the course to port one point together.

At $\frac{1}{4}$ past 5, signal for the van to prepare to engage the van of the enemy. At 20 minutes after 5, signal for the centre to prepare to engage the centre of the enemy. At $\frac{1}{2}$ past 5, signal to alter the course to NW by W together. 5 minutes after, signal for the rear to prepare to engage the enemy's rear. $\frac{1}{2}$ past 6, signal for the Phaëton and Latona to pass within hail of the Admiral. At 10 minutes before 7, signal to each ship to carry a light. At 5 minutes past 7, signal to come to the wind on the larboard tack. At $\frac{1}{2}$ past 7, signal for ships astern to make more sail. At 8, fresh breezes and cloudy. The enemy's fleet to leeward in a line ahead distant about 4 or 5 miles.

N.B. Stove and hove overboard in action the undermentioned casks. 2 leagers. 20 butts.

Midnight.—Fresh breezes and cloudy weather.

June 1st.

A.M.—At $\frac{1}{2}$ past 4, signal for the rear of the fleet to close to the van. Enemy in sight on our lee beam. At 5, signal to alter the course to NW together. At 20 minutes after 5 we bore up. At $\frac{3}{4}$ past 6, signal to alter the course to starboard. Signal to keep closer order. At $\frac{1}{2}$ past 7, to prepare to come to the wind together on the larboard tack. At 20 minutes before 8, signal to form the order of sailing or battle on the larboard line of bearing. At $\frac{1}{4}$ before 8, signal to engage as circumstances required. At 5 minutes after 8, signal to keep in closer order. Do. for the centre to keep in closer order. At $\frac{1}{4}$ past 8, Marlborough's and Sovereign's signal to interchange places on the line. Signal for to keep in closer order. At 20 minutes after 8, signal to make sail after lying by. At $\frac{1}{2}$ past 8, signal for each ship to engage her opponent. At $\frac{1}{4}$ past 9, Cæsar's and Russell's signals to

engage their opponents. At $\frac{1}{4}$ past 9, signal for division under 2nd post to make sail after lying by. At $\frac{1}{2}$ past 9, signal to engage closer. 20 minutes before 10, Cæsar's signal to make more sail. $\frac{1}{4}$ before 10, we attacked the enemy. At 5 minutes before 10, Mr. Ross our first lieutenant was killed. $\frac{1}{2}$ past 10, the Defence's signal to make more sail. 11. Signal to chase. $\frac{1}{4}$ before 12, signal for squadron or division to close round the Admiral. Found stove after the action one pipe of wine and two puncheons nearly full of rum.

P.M.—Fresh breezes and cloudy weather. $\frac{1}{2}$ past 12, signal to form the line as most convenient. About $\frac{1}{2}$ past do., signal to come to the wind on the larboard tack. At do., ceased *part* of our fire to secure our masts, all the stays and the greater part of our shrouds and braces, &c. being shot away. Got down the main topgallant mast, and cut the main topsail from the yard. At $\frac{1}{4}$ past 1, signal for a squadron or division to close round the Admiral. About 2, signal to prepare to come to the wind on the starboard tack. $\frac{1}{4}$ past 3, signal to make sail after lying by. At 20 minutes past 3, signal to form the line as most convenient, and signal for the Gibraltar to stay by prizes in the ENE. At $\frac{1}{2}$ past, signal to keep in the Admiral's wake. $\frac{1}{4}$ before 4, to recall from chase in the East. 10 minutes after 4, signal to stay by prizes. At 6, one of the prizes sunk. $\frac{1}{4}$ before 8, the body of the enemy's fleet bore E by N, distant 4 or 5 leagues.

N.B.—At 2, the action ceased, the enemy drawing off to leeward and taking the disabled ships in tow, being 6 nearly dismasted. Saw 9 sail totally dismasted, which proved to be 7 sail of the enemy (which we took possession of) and H.M. ships Marlborough and Defence. At 6, Admiral Pasley made the signal that the sternmost ships of the

enemy were not secured. Killed during the engagement 3, wounded 12.

June 2nd.

A.M.—At 5, signal to pass within hail of the Admiral. Unbent the mainsail, and bent another. Employed reeving new running rigging and repairing the old do. in sundry parts. Found the ship to make a considerable quantity of water, owing to the shot holes between wind and water. At 9, tacked ship. $\frac{1}{2}$ past 10, wore ship. Employed as above. Noon.—Fresh breezes and cloudy weather. Employed getting the stream cable out to tow the Marlborough, she being entirely dismasted.

VALIANT

Log.—J. RUSSELL, Master.—Official No. 3118.

Wednesday, May 28th.

P.M.—Fresh breezes and hazy weather. The fleet all in chase of the enemy under a press of sail. A heavy head sea. Carried away our starboard fore bumpkin. $\frac{1}{4}$ past 3, tacked per signal; the rear of the enemy NE distant 5 leagues. At 8, our weather line came up with and engaged the enemy's rear. Fresh breezes and squally weather. Queen Charlotte SE by S, 2 miles.

Thursday, May 29th.

A.M.— $\frac{1}{2}$ past 5, fell into the line between the Queen Charlotte and the Queen; different ships of the line taking their stations. 50 minutes past 6, tacked per signal in succession, headmost and weathermost first. 40 minutes past 7, the rear of the enemy fired upon our van in passing. 25 minutes

past 8, the enemy wore and hauled their wind on the larboard tack. 35 minutes past 10, engaged with the enemy's van, having the Cæsar, Queen and Russell ahead of us, the Royal George astern. Fresh breezes and cloudy. At noon, in close action with the enemy.

P.M.—Fresh breezes and cloudy. Constantly engaged with the enemy. At 7 minutes past 12, signal to tack. 30 minutes past, Cæsar's signal to tack. Cæsar made the signal of inability, but soon after wore, as did the other ships ahead. Wore ship, and hauled upon the starboard tack, astern of the Queen, to assist her in cutting through the enemy's line if practicable. Engaged constantly with it in passing. Hauled close up under their rear, after passing the enemy. Everybody employed repairing the damaged rigging, &c. At 10 minutes past 2, tacked and stood after the Admiral, who had passed through the enemy's line. At 4, the enemy wore and hauled their wind on the larboard tack, as did our fleet. The Admiral hailed us and desired that the Valiant should form the line ahead of him. [8.] Queen Charlotte East, distant 3 miles. Drizzling rain. Do. weather. 5 sail of the fleet to leeward and 2 sail ahead.

Friday, May 30th.

A.M.—Thick hazy weather. 21 sail in sight. Moderate breezes to hazy weather. Employed repairing the rigging, &c. At 5 minutes past 10, the Admiral made the signal for ships to express if they were in condition to renew the action, which we immediately answered in the affirmative. 22 minutes past 10, to prepare to haul the wind on the larboard tack in our order of sailing. Do. breezes and hazy.

Saturday, May 31st.

P.M.—Moderate and hazy. Saw the French fleet to leeward on the larboard tack. At 45 minutes past 1, signal to alter the course to starboard. The Brunswick W by N. 25 sail in company. Moderate breezes and hazy weather. At 6, in our station in the line and bearing down on the enemy's centre. At 15 minutes past 7, the Southampton hailed us with a message from the Admiral that he would carry the same sail during the night, and desired that we would keep as close to him as possible, rather to windward of his wake, and carry as many reefs out as possible. Thick hazy weather.

Sunday, June 1st.

A.M.—At 50 minutes past 8, signal 67 to bear down on the enemy, the leading ship first. At 12 minutes past 9, engaged with the enemy's line; at 20 minutes past, got alongside of our antagonist, the 10th ship in the line from the enemy's rear, and engaged him closely and pressed him out of the line; cut it ahead of him. At 5 minutes past 10, his main and mizen masts went overboard. Observed our Commander-in-Chief ahead of us, having also cut the line, engaged with several of the enemy's ships; hauled up to second him, passed to windward, and engaged the enemy as we passed ahead to support the Royal Sovereign, who was engaging 2 three-decked ships. At 30 minutes past 11, the Royal Sovereign made our signal No. 35; we obeyed.

P.M.—In company with the Royal Sovereign engaging 2 three-decked ships. At 20 minutes past 12, they bore up as did all the enemy's ships. Brought to by the Royal Sovereign. Employed repairing our damages. Found six of the enemy's

ships totally dismasted, which were taken possession of by our fleet. The remainder of their fleet making off with all the sail they could set. At 55 minutes past 2, the *Venus* hailed us with a message from the Admiral, desiring us to form in close order ahead or astern of him as most convenient. Employed knotting, splicing, and repairing the damaged rigging, and cutting away the wreck of the main topsail yard and sail, they being destroyed by the enemy's shot, and getting the ship again in a state for action ; got down the cross-jack yard, it being shot away, and got up another, likewise a main topsail yard and sail in lieu of the other.

Monday, June 2nd.

A.M.—8. Hoisted out the boats and answered signal for a lieutenant. Employed about the damaged rigging. Sent 20 men on board one of the French prizes per Admiral's orders. Do. weather. Received 173 French prisoners on board per Admiral's order.

RAMILLIES

[There is a noteworthy signification given to signal No. 34 in this log. In some of the manuscript copies of Lord Howe's signal book, there was a proviso attached to this signal to the effect that, if ships were unable to pass through the enemy's line, they were to act according to circumstances. This seems to have induced some commanding officers to assume that they had an option in the matter.]

Log.—HECTOR MACLEOD, Master.—Official No. 2944.

Wednesday, May 28th.

P.M.—Squally with rain. At 1.45, No. 29 to attack the rear of the enemy as arriving up and to take station as most convenient for their mutual

support. At $\frac{1}{2}$ past 3, wore ship. In chase of the French fleet bearing SSE. At 4, the Admiral SE 2 miles. At 4.35, No. 139 to carry a light by night. At 6, saw Admiral Pasley's squadron engaging the enemy. At 6.20, No. 29 to attack the rear of the enemy. Do. with a gun and Marlborough's signal. At 7.15, No. 41 the fleet to engage the rear of the enemy. At 7.28, No. 30 to denote the enemy's motions during night to the Admiral. At 7.32, No. 12 to assist ships engaged; with Marlborough's signal. At 7.43, No. 35 [55] to form the line of battle ahead or astern as most convenient.

Thursday, May 29th.

A.M.—At 3, the centre of the enemy's fleet SSW about 4 miles. At 3.40, No. 55 to form the line of battle ahead or astern as most convenient. At 6.38, No. 78 to tack in succession. At 7.24, No. 34 the Admiral intends to pass through the enemy's fleet and for ships to act as circumstances will admit to engage them either to leeward or windward. At 7.32, No. 28 ships at liberty to fire on passing the enemy. At 8, tacked per signal. The van of our fleet began to engage the rear of the enemy. At 8.14, No. 67 Invincible to make more sail. At 8.40, No. 67 Cæsar to make more sail. At 10.3, No. 67 Marlborough to make more sail. At 10.30, the van of the fleet engaged with the van of the enemy. At 11.30, No. 61 to close to the centre. At 11.35, No. 78 to tack in succession. At 11.44, No. 13 to annul do. At 11.52, No. 73 Leviathan to make more sail.

P.M.—Cloudy weather. At 12.27, No. 78 to tack in succession. At 1.22, No. 34 the Admiral intends to pass through the enemy's line; captains to act as circumstances will admit to engage to windward or to

leeward. Heavy firing from the van to the centre. At 2.32, No. 78 to tack ships in 2nd post. At 3, No. 7 general chase. 3.34, No. 80 to come to the wind starboard tack. At 4.10, No. 55 to form the line ahead or astern of the Admiral as most convenient. At 4.20, No. 87 ships to windward to form in the Admiral's wake. At 4.34, do. with Valiant's and Montagu's signal. At 4.36, the Glory do. 4.50, do. Royal Sovereign and Impregnable. At 5.38, No. 49 to form the line of battle on the line of bearing. The firing ceased. Received a very considerable damage in our sails and rigging, one of our guns, &c. Began to bend other sails, knot and splice the rigging. Bent a mainsail.

Friday, May 30th.

A.M.—Squally. Queen Charlotte W by S $\frac{1}{2}$ S. Bent a fore topmast staysail, foresail, and a jib, the jib being shot away in action. Bent a mizen and main topmast staysail, the others being shot and cut in action. Buried James Edwards and Stephen Rhod, being killed in action. Also buried John Work. Sailmakers also at work mending sails. At 9.43, Admiral made tabular signal No. 33 to denote the enemy being in sight. At 9.49, No. 55 to form the line of battle ahead or astern as most convenient. At 10.10, No. 74 the order of sailing in two divisions. At 10.40, No. 84 starboard division to keep in the Admiral's wake. At 10.50, No. 11 interrogatory signal to know if you are ready to renew the battle. At 11, No. 83 to come to the wind on the larboard tack with the preparative. At 8, clewed the main topsail up to repair. At 10, set ditto and made sail. The enemy upon the lee bow bearing NNW. At 11.10, No. 83 to come to the wind in succession on the larboard tack. At 11.15, No. 61

to close round the van. At noon, the enemy NW two or three leagues. All hands employed repairing the damages sustained in action.

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Saturday, May 31st.

P.M.—Moderate and thick foggy weather. At 1.50, No. 73 to make sail after lying by. At 2, saw the enemy's fleet in the NW. Answered signal No. 18 with the preparative to alter the course together and steer N by W. At 3.55, No. 49 to form on the larboard line of bearing. At 3.58, No. 61 to close to the van. At 4.10, No. 18 to alter the course and steer NNW. At 4.50, No. 19 to alter the course one point to port. At 5.24, No. 40 to engage the van of the enemy. At 5.30, No. 39 to prepare to engage the centre of the enemy. At 5.37, No. 19 to alter the course one point to port. At 5.45, No. 41 the rear to engage the rear of the enemy. At 6.55, No. 47 the Phaëton to pass within hail of the Admiral. At 7.4, No. 139 to carry a light by night. At 7.17, No. 83 the fleet to haul upon a wind on the larboard tack. At 7.46, No. 68 the rear to make more sail. At 8 o'clock, hauled our wind. The Southampton hailed and informed that the Admiral intended to keep under the same sail he then had set, if the weather permitted, all night; therefore desired to keep out as many reefs as possible and to preserve a close order to windward of the Admiral's wake. At 8, Queen Charlotte NNW, and the centre of the French NW by N 3 or 4 miles. Out 2nd reef main topsail. At 12, Queen Charlotte WSW.

Sunday, June 1st.

A.M.—At 4, Queen Charlotte made the signal for the fleet to close. At 4.30, No. 61. At 5.30, No.

188 with the preparative to alter the course together and steer NW. At 6.40, No. 18 to alter the course and steer North. At 5.35, bore down towards the French fleet. At 7.15, No. 61 for the squadron under the command of the 1st and 2nd posts to close to the centre. At 7.35, beat to quarters. Answered No. 84 to prepare to haul the wind on the larboard tack together. At 7.43, No. 11 line of battle on the larboard line of bearing. At 8.15, brought to. At 8.53, the Admiral made signal he intends to pass through the enemy's line to leeward, and for ships to act as circumstances will admit to engage them either to windward or leeward. Also No. 61 to preserve close order, and No. 73 to make sail after lying by. At 8.50, for each ship to engage her opponent. At 9.23, No. 6 for the Gibraltar, Culloden, Glory, Alfred, and Brunswick to make more sail. At 9.30, No. 36 each ship to engage her opponent. At 9.45, the enemy began to fire. At 9.56, the Admiral made the signal to engage closer ; our van and centre began firing. At 10, the action general from van to rear. At 10.45 to 10.56, observed the Orion's main topmast and main yard shot away, and one of the enemy's ships opposed to our centre with her main and mizen masts gone. The Queen's opponent bore away, bore up also with the Queen after our opponent. Perceived several of the enemy's ships bearing up out of their line seemingly in great disorder ; and shortly after discovered their whole fleet bearing up and flying in all directions. At 11.38, No. 55 to form the line of battle ahead or astern as most convenient.

P.M.—Cloudy weather. A very heavy firing in the rear and centre of both lines. Some of the enemy's ships bearing up and many dismasted. One of our ships bore away after the enemy with her main and mizen masts gone, being opposed to a

three-deck ship that had her main and mizen masts gone ; [the former] proved afterwards to be the Defence, and got totally dismasted. At a quarter past noon, No. 103 to close round the Admiral. At 1.33, No. 80 to come to the wind on the starboard tack in succession. Several of the enemy's ships kept up a straggling fire. At 2.58, No. 73 to make sail after lying by. Ditto No. 55 to form the line of battle ahead or astern as most convenient. The enemy bore away and steered east, taking four or five of their dismasted and crippled ships in tow. At 3.16, No. 64, Gibraltar and Culloden to stay by captured ships, 8 or 9 being totally dismasted. At 4.15, signal for all cruisers in the east. Took possession of one of the enemy's line-of-battle ships, the Achilles. Damage sustained in action this day ; having our foresail, fore and main topsails cut to pieces, mainsail, main topmast staysail, main staysail, cut much ; our jib and a piece of the boom shot away, our lower rigging much cut, all the fore topmast rigging except one pair of shrouds, preventer forestay. Our fore yard, main yard, main topmast, topgallant yards and topgallant masts, mizen yard, bower cable and best bower anchor, several gun carriages much damaged. At 9, No. 101 to close round the Admiral.

Monday, June 2nd.

A.M.—Shook 70 butts (empty) beer and water to make room for the prisoners. Lay to all night splicing and knotting the rigging, unbending the sails and bending others. Employed taking prisoners out of the captured ships. At 9, No. 101 to close round the Admiral. Bending new sails.

AUDACIOUS

[The Audacious bore the brunt of the engagement with the rear of the French fleet on the 28th May. The want of an efficient system of night signalling is shown by the accounts given by all the leading ships on this occasion. Both the Audacious and her adversary reached home in safety.]

Log.—ROBERT LOUTHEAR, Master.—Official No. 2749.

Wednesday, May 28th.

P.M.—Fresh breezes and cloudy. At $\frac{1}{2}$ past 1, in 3rd reef main topsail. 50 minutes past 1, signal to the fleet to attack or harass the enemy's rear. At 55 minutes past 1, Admiral made the signal for a general chase. At 2, Admiral made the signal to the fleet for ships to take suitable stations for mutual support, and engage the enemy as arriving up with them. Out 3rd reef main topsail and set the spanker. Carried away the spritsail braces, hauled down the jib. At 6 minutes past 3, tacked per signal to the fleet. $\frac{1}{2}$ past 3, tacked ship. Rove new spritsail braces. Observed the Bellerophon to fire on the enemy's fleet. At 4, body of the French fleet SE by S. Strong breezes and hazy. $\frac{1}{4}$ past 4, Admiral made the signal for each ship to carry a light and repeat the Admiral's signals. $\frac{1}{2}$ past 6, observed one of our fleet fire several guns at the enemy. At 6, the French fleet SE about 6 miles off. Queen Charlotte E by N. Do. weather. $\frac{1}{2}$ past 6, answered the signal made to the fleet to attack or harass the rear of the enemy. 10 minutes past 7, answered the signal for the fleet to engage the rear of the enemy. 20 minutes past 7, answered signal for the fleet to keep sight of the enemy and make signals, &c. 25 minutes past 7, answered signal for the fleet to assist ships in, or going into, action. 30 minutes past 7, answered signal for

Audacious and Russell to assist ships in, or going into, action. French fleet on our weather bow lying to in a line ahead, several of our ships engaging the enemy at a great distance, coming fast up. 35 minutes past 7, answered the signal for the fleet to form in a line ahead and astern of the Admiral, and steer the same course as he does. $\frac{1}{2}$ past 7, beat to quarters. At 8, shortened sail, being close up with the sternmost ship of the enemy's line. At 3 minutes past 8, began to engage, being alongside of a three-decked ship of the enemy. Continued in close action till 50 minutes past 9, when her firing ceased, and she fell athwart our bows. Her mizen mast carried away by the board, and it was affirmed she hauled down her colours as she fell athwart us, but we being so much disabled in our sails and rigging as to render the ship entirely ungovernable, could not take possession of her. Secured the guns, and turned the men up to refit ship. Found 3 men killed and 16 wounded. People all night splicing and reeving new running rigging. Unbent the foresail, cut part of it away from the yard to clear the wreck. Unbent main topsail and mizen staysail, found the fore topmast wounded, and the bowsprit very much wounded.

May 29th.

A.M.—At daylight saw 9 ships of the enemy to windward. Made sail afore the wind, with a main and fore topmast staysail. At $\frac{1}{4}$ past 5, saw the ship we engaged lying without any masts standing, only the bowsprit, and spritsail yard hanging up and down, a complete hulk. Was informed by the French prisoners on board that she was named the Bretagne, now the Révolutionnaire of 110 guns. At $\frac{1}{2}$ past, she bore NW by W $\frac{1}{4}$ W, distant $1\frac{1}{2}$ miles. Bent a new foresail, main topsail and mizen

staysail. Two ships of the enemy's line bearing down, and standing after us, made what sail we could afore the wind. People employed knotting the standing rigging, and refitting the ship. At 8, three sail of the enemy bearing ENE coming down. 2 sail of the enemy's line astern standing after us. $\frac{1}{2}$ past 9, the three ships to windward came down, and proved to be 1 frigate and 2 corvettes of the enemy. Got our guns to bear and fired on them. Employed knotting and splicing the rigging. At 50 minutes past 10, the above frigate began to fire on us. Returned her fire. At noon, the above vessels hauled their wind to the eastward. Got a new fore topsail on the top ready to bend. Ships chasing us astern, now out of sight. Carried away the halliards of the lower studdingsail, being partly shot through in the chase. Could not haul the sail in, without impeding the ship's way; cut the guy, and cleared the wreck. Found the fore mast both wounded and sprung.

[The Audacious arrived in Plymouth Sound on June 4th at 3 P.M.]

BRUNSWICK

[The log of the Brunswick gives a bald account of her famous duel with the Vengeur. Though she had subdued her opponent she herself was seriously endangered. The loss of the mizen mast rendered her incapable of hauling to the wind, and she received no assistance from our own ships. The French were, however, fully occupied in looking after those of their own disabled ships which were not in our possession, and the Brunswick was not molested.]

Log.—G. STUART, Master.—Official No. 2424.

May 29th.

A.M.—Fresh breezes and squally weather. 15 minutes past 4, No. 55 general, and No. 9 at the

same time. 20 minutes past, No. 78 with preparative. 30 minutes past, No. 34 general. 45 minutes past, No. 28 general. 30 past, No. 67 Cæsar's pennant. Up topgallant yards. Tacked per signal. $\frac{1}{2}$ past 11, the van of the fleet commenced firing. Beat to quarters.

P.M.—20 minutes past 12, No. 78 general. Fresh breezes and cloudy. $\frac{1}{4}$ before 2, the enemy commenced firing on us. Wore ship and returned the enemy's fire. 40 minutes past 3, wore. Fresh breezes and squally weather. $\frac{3}{4}$ past 5, wore ship towards the enemy, having gained the wind. 30 minutes past 6, the Cæsar and Orion made the signal of inability. The body of the enemy NNW 6 or 7 miles. Do. weather.

May 30th.

A.M.—Fresh breezes and squally, with a thick fog. Fished the fore yard. Sailmakers repairing the sails.

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Saturday, May 31st.

P.M.—Moderate breezes. Hazy weather. At $\frac{1}{2}$ past 1, brought to. At 2, on the haze clearing observed the enemy's fleet bearing NW by N. At 5 minutes past 2, bore up per signal. $\frac{1}{2}$ past 3, hauled to the wind on the larboard tack per signal. At 4, bore up per signal. At 5, the Admiral made the signal for the van division to prepare to attack the van of the enemy. Do. the centre, the centre. At 5, hauled the wind to port per signal. The rear division the rear of the enemy. At 6, the Southampton hailed us; he said it was the Admiral's orders we kept very close to him, as he meant to

carry the same sail all night. At 8, the van of the enemy NW. Do. weather.

Sunday, June 1st.

A.M.—Do. weather and clear. No. 61 with a white pennant. $\frac{1}{2}$ past 4, No. 61 with a blue pennant. No. 18 and compass signal NW. 20 minutes past 5, No. 18 and compass signal north. At 32 minutes past 7, No. 84 with preparative and one gun. 43 minutes past 7, No. 49. At 53 minutes past 7, No. 34. 26 minutes past 8, No. 61 with the van division flag. 37 minutes past 8, No. 73. 50 minutes past 8, No. 36. At 9, No. 3. The Admiral hoisted his colours. 27 minutes past 9, No. 67 with Culloden's and Gibraltar's pennants. 30 minutes past 9, No. 67 with our pennant. Set the foresail. 52 minutes past 9, No. 5 with a red pennant over. The enemy keeping a very hot fire on us. At 10, No. 67. In breaking the enemy's line, got on board the Vengeur and engaged side by side, our anchors having hooked. At $\frac{1}{2}$ past 11, Captain Harvey was dangerously wounded and knocked down; was obliged to go below. The engagement was continued, several of the enemy's ships firing at us as they passed. Moderate and clear. Alongside the Vengeur and hotly engaged.

P.M.—Moderate breezes and cloudy weather. Close engaged with the Vengeur. The ship on fire at 4 different places. $\frac{1}{4}$ past 2, the Vengeur hauled her colours down, and displayed a Union Jack over her quarter, and hailed for quarter having struck, her masts going soon after and a-sinking. Our mizen mast went overboard. The two ships cleared each other. At $\frac{1}{2}$ past 2, made the signal of inability, finding ourselves to leeward of the French line and they bearing down on us. Called

a consultation of officers. The ship being so disabled, could not renew the action. At 3, bore up and began to repair.

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[The Brunswick arrived at Spithead on June 12th at 6 A.M.]

ALFRED

Log.—THOMAS LOVE, Master.—Official No. 2308.

Thursday, May 29th.

A.M.—At daylight the enemy in sight to windward. At 7, tacked in succession, when the enemy fired on our van in passing them, and their van wore to support their rear. At $\frac{1}{4}$ before 11, the van of the enemy edged down and opened their fire on our van, but at a considerable distance, which was soon after returned.

P.M.—Fresh gales and cloudy. The attack on our van continuing. Signal to tack in succession; when the Tremendous missing stays came stern foremost on our starboard bow, and carried away the cathead and several timbers, and knocked in her stern gallery.¹ Tacked and opened our fire on the enemy's rear in passing. Two of their ships disabled. Received a number of shot in our sails and rigging and had 2 men wounded. Signal to tack and for a general chase. Wore, as did all the fleet; but the enemy coming up in order to support their crippled ships, wore again to form and again renewed the action; the enemy carrying off their crippled ships, and soon after the firing ceased. Employed refitting our sails and rigging. Bent another mainsail. Several of our ships much dis-

¹ See log of Tremendous for her version of this incident.

abled, standing westward all night; the enemy also standing that way. Foggy.

May 30th.

A.M.—Do. weather. At 9, the fog cleared. Saw the enemy's fleet on the NW. Some of the ships made the signal of inability to recommence the action. Signal for the order of sailing in 2 columns on larboard tack; the fleet of the enemy on same tack about 4 leagues to leeward. Moderate and thick fog.

Saturday, May 31st.

P.M.—Moderate and hazy. At 1, saw the enemy's fleet NW. Bore up towards them. Signal to prepare to engage. Signal to carry lights. Hauled to the wind, the Southampton came along the line and delivered orders from the Admiral. At 8, the enemy's fleet NW by N, 6 or 7 miles. In 2nd reefs.

Sunday, June 1st.

A.M.—At 5, saw the enemy in the NW 4 or 5 leagues off. Bore up towards them. At 7, brought to to close and dress the line. At 40 minutes past 8, signal to engage each ship her opponent. Bore up towards them. At 34 minutes past 9, the action commenced and in a few minutes was general from van to rear, and within musket shot. In about an hour forced our opponent to quit the line and she run to leeward. At 34 past 11, stood towards the Charlotte who had lost her topmasts, and wore to form astern of her by order, when we were attacked by a French 3 deck ship which we returned and

carried away her main mast. At noon, a number of the enemy's ships entirely dismasted but still keeping up their fire. A great part of our standing and running rigging and sails cut to pieces by shot and many in different parts of our hull. Lost 2 ensigns together with the staff, and had 6 men wounded during the action. Our fore topsail yard was carried away and also the main topgallant do. Our bowsprit shot through and various other injuries.

P.M.—At 40 minutes past 12, the action ceased, 10 or 11 of the enemy's ships being entirely dismasted, the rest forming to leeward, the Marlborough and Defence totally dismasted. The Royal George lost her topmasts and fore mast, the Queen all her masts but the fore, and several other ships much disabled. Fully employed knotting and splicing our rigging, &c., &c. The Rattler brought orders for us to take possession of a dismasted French ship ahead. Made sail towards her, sent an officer on board and found her to be the Vengeur of 74 guns. Hoisted out all our boats to save her people, she being sinking. In about an hour got out 213 men, when she went down with the rest. At 7, the remainder of the enemy's fleet in the ESE making off, several of them dismasted and 6 remaining in our possession as prizes.

June 2nd.

A.M.—Moderate and cloudy. Our signal for a lieutenant. Received orders to take the *Juste*, a French 80, in tow and made sail for that purpose. The fleet employed getting up jury masts and repairing their damages, shifting prisoners from the captured ships, &c.

DEFENCE

[The death of the master of the Defence brings her log to a close, and no official account of her doings on June 1 can be found. The account of the actions which follows the log is from the memorandum book of Mr. T. Consett, midshipman, and gives a fuller description of the very distinguished part the Defence took in the engagement than is to be found in most of the ships' logs. This appears to be a copy of the Defence's log or of some officer's journal. It contains some obvious inaccuracies. Though the signification of the signals made is in most cases correctly given, the numbers are generally wrong.]

Log.—Mr. WILLIAM WEBSTER, Master, who was slain in action with the enemy on the 1st June, 1794.—Official No. 3074.

Wednesday, May 28th.

P.M.—Fresh gales and squally. $\frac{1}{2}$ past 1, the enemy's centre, standing on a wind. The signal for a general chase. $\frac{1}{2}$ past 3, wore ship. Admiral Pasley and the ships with him hoisted English colours. Perceived one of the ships fire at the enemy. $\frac{1}{2}$ past 4, split the jib. Carried away the bolt rope of the fore topmast staysail. Bent another jib. At 6, fresh gales and rain. $\frac{1}{2}$ past 6, signal No. 29. Still in chase of the enemy. At 7, Admiral's signal No. 41. Saw several of our weathermost ships engaging the enemy. At 8, observed very smart fire from the windward ships. $\frac{1}{2}$ past 8, backed the main topsail. At 9, filled. Do. weather. Queen Charlotte SE by E distant $1\frac{1}{2}$ mile.

Thursday, May 29th.

A.M.—Took the 3rd reef in the topsails. Do. weather. At 4, Admiral's signal No. 55. The enemy's line 3 miles to windward. At 5, bent a new mizen topsail. At 7, the Admiral's signals No. 7 and 34. $\frac{1}{2}$ past 7, do. signal No. 28. Our van

tacked. At 8, the sternmost ships of the enemy began firing on our van as they passed. $\frac{1}{2}$ past 8, the enemy tacked. At 10, the enemy hauled their wind on the larboard tack. At 11, the enemy engaged our van. At noon, the signal No. 78. Do. signal to annul the above.

P.M.—Fresh breezes. Tacked ship. Fired upon 2 of the enemy's ships, and received their fire which did some damage to our rigging and sails. At 3, tacked ship. $\frac{1}{2}$ past 3, the signal No. 102. At 20 minutes past 4, the signal No. 55. $\frac{1}{2}$ past 4, signal No. 78. 45 minutes past 4, the signal No. 78. $\frac{3}{4}$ past 4, missed stays and wore ship, in doing which some of the enemy's ships fired upon us and killed one man and wounded 3. $\frac{1}{2}$ past 5, the signal No. 83. $\frac{1}{2}$ past 5, wore to the westward. At 6, the body of the enemy's fleet NW by W, 6 miles, on the larboard tack. The signal No. 49. At 20 minutes past 6, the signal No. 49. At 8, do. weather.

DEFENCE

Extract from the memorandum book of Mr. T. Consett (now in the possession of Mr. Consett's granddaughter, Mrs. Marder).

May 28th.

P.M.—Fresh gales and hazy weather. At half past one, the enemy's centre bearing NE and steering SSW, standing close upon a wind. The Admiral made the signal for a general chase. At 2, the signal 35 ships to windward keep sight of the enemy and denote their motions. No. 40 to engage as arriving up. Beat to quarters. At half past three, wore ship. Admiral Pasley with the ships to windward hoisted English colours and engaged the enemy. The Admiral's signal No. 83 to tack in succession. At a quarter past four, the signal to

carry a light by night. Cloudy weather with heavy squalls. Split the jib and bent a new one. At 5, carried away the bolt-rope of the fore topmast staysail. Bent a new staysail. Split the mizen topsail and bent another. At a quarter past six, the Admiral's signal 34 to attack the enemy's rear separately. At seven, ships to windward in close action with the enemy. At half past seven, the signal No. 17 to assist ships engaged or going into action. At a quarter before eight, the signal No. 60 to form the line without regard to the given form. At eight, the Admiral's signal No. 55 for the line of battle ahead in open order. At half past eight, dark squally weather. Hoisted three lights in a triangular form. Admiral Pasley's squadron to windward engaging the enemy.

May 29th.

A.M.—At four, the signal to form the line; the enemy at this time about three miles to windward. At seven, the signal 83 to tack in succession. At a quarter past seven, the signal No. 33 to fire on the enemy in passing. On the smoke clearing away in the van to windward, observed the *Cæsar*, the leading ship, had not kept her wind, but was ranging along with the ships astern of her to leeward of the enemy's line. The *Queen Charlotte* at this time tacking kept her wind and, with the *Bellerophon* and *Leviathan* astern of her, passed between the fifth and sixth ships from the enemy's rear. The British ships astern passing to leeward of the enemy's line.¹ At a quarter past eight, split the main topsail. At nine, up main and foresail and backed the mizen topsail. Wore ship to keep clear of the *Barfleur* who had missed stays.

¹ The three preceding sentences evidently refer to the events of the afternoon.

P.M.—The Admiral's signal for a general chase and to tack, but was annulled. Five of the enemy's ships having been separated from their rear, the enemy wore in succession to succour their disabled ships, and steering large in compact order opened a brisk cannonade on the nearest British ships. Having succeeded in this manœuvre, they wore round again in order of battle on the larboard tack. The British fleet having gained the wind followed them on the same tack. At a quarter before four, the signal No. 101 to close round the Admiral or divisional commander. At 10 minutes past four, the signal No. 60 to form the line without regard to the given form. At 20 minutes after four, the signal No. 83 tack in succession. Missed stays; and in wearing, from the Gibraltar being astern, got to leeward of the line; the enemy still continuing a distant fire. Had part of our main top shot away with the slings of the main yard, and one man killed and three wounded. A quarter past five, wore ship to the westward. At six, the signal No. 88 to haul the wind in succession on the larboard tack. The body of the enemy's fleet NW by W distant six miles, on the larboard tack. At six, the Admiral's signal 54 to form the line of battle on the larboard line of bearing.

May 30th.

A.M.—Fresh breezes, thick foggy weather. At 8, the Admiral's signal No. 1 for the enemy in sight. At 40 minutes past 9, the signal 15 to prepare for battle. At 5 minutes after 10, the signal No. 73 for the ships astern to make more sail. At 10.15, the signal No. 2 for the order of sailing in two divisions. At 10.35, No. 91 to keep in the Admiral's wake. At 11, No. 66 to keep in close order. The

centre of the enemy's fleet bearing NW by W distant 3 leagues.

P.M.—Moderate breezes. The fog so thick, lost sight of every ship in the fleet. Made the usual fog signals to keep in company. At 5, heard a gun, supposed from the Admiral.

May 31st.

A.M.—The fog at intervals cleared away. At 7.30, the Admiral's signal for the ships to windward to keep in his wake. Set topgallant sails and stud-sails. At 10, foggy weather. At 10.30, the Pegasus frigate passed close to us with the compass signal flying that the Queen Charlotte bore W by S. Made and shortened sail. Continued fog signals.

P.M.—Moderate breezes and fair weather. At 1.30, the Bellerophon made the signal No. 1 for the enemy in sight. The Admiral's signal to alter course and compass signal NW by N. The signal No. 72 to make more sail. At 5, beat to quarters; steering down towards the enemy, then bearing NW by W on different tacks, distant 7 miles. At 8, hauled the wind in succession on the larboard tack. The enemy at this time forming in good order to leeward distant about five miles on the larboard tack. Centre of their line N by W. The enemy's frigates and ours sailing between the lines.

June 1st.

A.M.—Moderate breezes, fine clear weather. At daylight found the enemy had fallen a good deal to leeward in the night. Could only see them from the main topmast head bearing North. At 20 minutes past four, the Admiral's signal to close to the centre; at half past four, to close to the van. Admiral Graves made the signal 15 with the divisional

flag, for the van to prepare for battle. Beat to quarters. Made and shortened sail to keep our station. At 5, the Admiral's signal No. 23 to alter course together to starboard, steering about NW. At 40 minutes past six, the signal No. 23 to alter course to starboard, steering North. At 7, the signal to close to the van. At half past 7, the Admiral's signal No. 89 to haul the wind together on the larboard tack. The enemy at this time in a compact line of battle to leeward bearing N by W distant six miles. At three quarters past seven, formed the line on the starboard line of bearing. At ten minutes before eight, the Admiral's signal No. 45 with the divisional flag for the van to engage the enemy's van; No. 44 with the divisional flag for the centre to engage the enemy's centre; and No. 46 for the rear to engage the enemy's rear.¹ At eight, backed the main topsail, the van of the enemy NW by W distant four miles. At 5 minutes past 8, the Admiral's signal to close to the van. At twenty minutes past eight, the Admiral's signal No. 58 for the Royal Sovereign and Marlborough to interchange places in the line. At thirty minutes past eight, the Admiral's signal No. 78 to make sail after lying by. At 45 minutes past 8, the Admiral's signal for each ship to pass through the enemy's line. At 9, the Admiral's signal to bear up, No. 19. At 5 minutes past 9, the signal No. 41, engage each ship her opponent. At half past 9, on the preparative being hauled down, each ship put up her helm to bear down on the enemy, making and shortening sail to keep a compact line. At this time the enemy had begun their fire from van to rear; but it was not returned till our line arrived within musket shot. The seventh ship in the enemy's line being our

¹ These signals for engaging were made on the 31st.

opponent, steered for her, and succeeded in passing between the seventh and eighth ship, notwithstanding they had nearly closed to oppose us. Luffed close under her stern and commenced the action to leeward of her. The enemy's ship astern bore up and went ahead under our lee, engaging us in passing. Enemy's second ship astern also bore up and went ahead. Continued attacking our opponent who was keeping away to follow the Admiral in the *Montagne*. Enemy's third ship astern following under our lee, divided the men at their quarters to fight both sides of the ship ; from the commencement of the action having had four different ships of the enemy successively upon us. At half past ten, our mizen mast was shot away, and our running rigging and sails rendered nearly useless. One of the enemy's ships about this time crossing our bows did considerable injury by her grape shot. We lost, among others killed, our master, boatswain, and captain of the fore-castle ; and nearly the whole of the party of the Queen's 2nd regiment stationed forward, wounded and disabled. At half past eleven our main mast fell over the starboard quarter, and at twelve the fore mast over the larboard bow. The ship being now unmanageable, lashed the helm a lee and sent the men from the wheel to assist at the lower deck guns. During the time we lay dismasted several of the enemy's ships, in bearing up, came close under our stern, raking us in passing. The ship being reported on fire forward, firemen were called ; and by their exertions and the officers of the main deck was soon got under. It was found to be owing to the foresail, which had been cut away from the yard to prevent the ship driving to leeward ; it fell on the fore part of the ship foul of the starboard bow port, by which the foremost guns had set it on fire.

P.M.—At a quarter past twelve, a French three-decker with only her fore mast standing lay on our starboard quarter keeping up a brisk fire, about two cables length from us. Having but few guns to bear on her, lashed two oars on the stump of the mizen mast and made the signal for assistance. As the smoke cleared away saw part of the enemy's fleet bearing away. Soon after the Royal Sovereign bore down to our assistance, but remained to windward firing into us, mistaking the colours. At half past twelve, the body of our fleet hove in sight, going before the wind in chase of the remainder of the French fleet. At a quarter before one, Admiral Bowyer made the signal to open secret instructions. At one, the Admiral sent the *Phaëton* frigate to take us in tow. At twenty minutes past one, the Admiral's signal 101 close round the Admiral. At 35 minutes past one, the Admiral's signal No. 86 to haul to the wind together on the starboard tack, the enemy having left in our possession seven of their dismantled ships. Employed clearing the wreck and getting ready for jury masts. Hove the remainder of a cutter overboard, nearly shot to pieces. At three, the Admiral's signal No. 72 to make sail and form the line as most convenient. At a quarter past seven, the Admiral's signal No. 20 to bring to. At eight, the *Phaëton* cast us off and the *Cæsar* took us in tow. At ten, committed to the deep the bodies of Mr. Wm. Webster, master, and Mr. John Fitzpatrick, boat-swain.

June 2nd.

A.M.—At nine, mustered the ship's company; found there had been killed during the action the following men:—Peter Wilson, John Jackson, John Bruce, James Haynes, Charles Parker, James Clark,

Angel Swordmaker, John Chidzey, Robert Rowden, John Polly, John Steward, David Scott, and Benjamin Moat, seamen. John North, John Collier, John Hamilton and Richard Roberts, privates of the 2nd Queen's regiment of foot, acting as marines ; with 56 men wounded, amongst them Mr. Boycot, ensign in the Queen's, and Mr. Thomas Elliot, master's mate.

Six captured ships in company, one having sunk after being taken possession of.

N.B.—The Admirals during the action hoisted distinguishing flags instead of their own, and red ensigns were universally hoisted.

The ships which particularly distinguished themselves in the action :—Queen, Bellerophon, Leviathan, Defence, Brunswick, Russell and Invincible.

On the 1st of June Lord Howe had twenty-five sail of the line opposed to twenty-eight. The Audacious 74, Captain Parker, having parted company with the *Révolutionnaire* 120 on the 28th of May at night. Admiral Villaret was joined on the 30th by Contre-Amiral Nielly in le Sans-Pareil 80, with le Trajan 74, le Téméraire 74, and three frigates. Nielly afterwards shifted his flag to le *Républicain* 112. This reinforcement enabled Admiral Villaret to send away on the 31st at night three of his most disabled ships ; one of which, le Montagnard 74, foundered on her passage home. Le Tyrannicide 74 was with difficulty retained, being taken in tow, and was necessitated on the 1st of June to remain to leeward of the line. L'Audacieux sank in action on the 1st, supposed to have been le Jacobin ; and le Mont-Blanc sank on her passage home with the fleet.¹

¹ Mr. Consett has in this paragraph repeated the stories as to the losses of the French fleet which doubtless were current on

MAJESTIC

Log.—ANDREW TRACEY, Master.—Official No. 2761.

Wednesday, May 28th.

P.M.—Fresh gales and squally weather. With No. 7, 2 guns quick and signal 35. Tacked in succession per signal. Fresh gales and thick weather. $\frac{1}{4}$ past 5, weather detachment began firing at our enemy's rear. $\frac{1}{4}$ past 6, with Marlborough's and Thunderer's pennants (*sic*). At 8, rear of the enemy S by W; a constant fire kept up on both sides by our weather line and the rear of the enemy. At $\frac{1}{4}$ past 10, ceased firing on both sides. Sailing in line of battle.

Thursday, May 29th.

A.M.—Fresh gale and heavy. 2 sail to leeward. $\frac{1}{4}$ past 7, with the preparative, with 36 and 28 general. $\frac{1}{2}$ past 8, with Cæsar's pennant repeated twice. At 10, the enemy's van commenced a partial action upon 8 ships of our van. Continued a brisk fire until 11.

P.M.—Few of the shot reached on either side. Continued on the larboard tack until $\frac{1}{2}$ past 2, making and shortening sail occasionally when in action. Signal made to tack. James Cross, seaman, killed in the action. Half past, Admiral annulled the tacking signal. Lying to and filling at intervals. Wore as did our van and ran under

board our ships. The Montagnard did not founder on the way home, but joined Van Stabel's convoy on June 2nd. There was no Audacieux in the fleet. The Mont-Blanc, after the action on May 29th, escorted the Indomptable to Brest. See *Histoire de la marine française sous la première république*. Chevalier, pp. 136 et seq.

the lee of the enemy, centre and rear keeping a close and brisk fire. At 5, both fleets ceased firing. Wore per signal on larboard tack. Employed splicing main and spring stays, securing the mizen. In 3rd reef main topsail and began to fish and woad the main topmast. Body of the enemy NNW 5 miles. Had in the action one man killed and 13 wounded.

Friday, May 30th.

A.M.—Fresh gales and hazy. Employed securing our masts and yards. Part of our fleet in sight. Set foresail to keep up with the ships near us. Unbent the mainsail, the bolt rope being shot away. $\frac{1}{2}$ past 9, No. 1 and a strange fleet bearing NW by N. $\frac{3}{4}$ past, Admiral made signal if the fleet were ready for action. We answered the signal. At 11, do. No. 83. At $\frac{1}{4}$ past, No. 61 and continued flying until noon. Admiral made fog signal with 1 gun. Damage sustained in the action : larboard fore yard-arm splintered, main topmast do. Cheeks of the main mast and hanging blocks and heel of main topmast. The mizen mast shot through with a 42 pounder.

Saturday, May 31st.

P.M.—Moderate and hazy. Saw the body of the enemy's fleet bearing NW by N 3 or 4 leagues. Bore up per signal. $\frac{1}{2}$ past 1, No. 73. 18, 19 preparative. Observed the enemy to keep away to form their line. The weather very hazy at times. Could scarce see the enemy's ships. At 8, the Southampton hailed with orders to carry sail the same as the Admiral and keep up. Fresh breezes. Royal George W by N 1 mile.

Sunday, Glorious 1st of June.

A.M.—Saw part of the enemy to leeward. Weather hazy. Signal No. 61. At $\frac{1}{2}$ past, Admiral made signal No. 18 with compass signal. At $\frac{1}{2}$ past 9, began the action in the enemy's rear when 3 French ships were firing at us in passing. Bore up after the Royal George and went through the enemy's line between the two rear ships and kept up an incessant fire. At $\frac{1}{2}$ past 10, the Thunderer ran on board us in the larboard quarter in the smoke. Cleared her without doing any material damage. At noon, when the smoke cleared, observed several of the enemy's ships dismasted, and two English totally dismasted. Robert Wilson, seaman, killed in the action. $\frac{1}{4}$ past, wore round to close with Royal George and Queen. Saw the enemy's van on our lee bow on the starboard tack.

P.M.—At 5 minutes past 1, No. 55. Wore ship and lay to. Ships to windward passed ahead out of gunshot and joined their fleet to leeward. At 10 minutes past 3, filled and fired into a dismasted ship who struck to us. Immediately boarded and took possession of the Sans-Pareil 80-gun ship. No. 9 was made. Observed the French fleet to bear up, taking what they could of their dismasted ships in tow. The ships nearest took possession of 7 ships of the enemy. At sunset one of the enemy, the Avenger, sunk. Several of our ships disabled. Employed repairing our damage and shifting the prisoners.

Monday, June 2nd.

A.M.—The two after guns on the lower deck, the starboard side, dismounted in the action. Making sail during the night towards the prize, ready for taking her in tow. Carried on board a stream

cable and took the prize in tow. Was hailed by the Comet fire-ship to run under the Charlotte's lee. Bore down on the Admiral. At noon, run under the Charlotte's stern and cheered the Admiral, which was returned, having the prize Sans-Pareil in tow.

INVINCIBLE

Log.—W. LONG, Master.—Official No. 2707.

Thursday, May 29th.

A.M.—Stove the launch to clear main deck. Tacked per signal. At 9, the enemy's rear tacked and bore up a little on our van and began to fire on our van at random shot. Having received several shots in our masts, rigging, and hull, commenced firing at the enemy and they to windward.

P.M.—Moderate and cloudy. At 1, wore and passed along the enemy's line to leeward of them and kept up a good fire. At three, the main topmast went over the side, after having hauled to wind on the starboard tack. Main and fore masts wounded. At three, we made the signal that we were ready to engage the enemy, but could not keep the line of battle. Moderate and hazy.

Friday, May 30th.

A.M.—Saw some of the enemy's fleet to leeward. At 6, joined the fleet. At 9, made the signal to the Admiral that we had sprung the main mast and main yard and fore mast. Moderate and hazy. Saw 6 or 7 sail of the enemy to the NW. Employed repairing the damages, &c. Stove 6 butts in the 'tween [decks] and threw them overboard.

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Saturday, May 31st.

P.M.—Fresh breezes and clear. Bent the foresail. Saw the enemy's fleet in the lee bow—gave chase. Answered the signal to keep in closer order, do. to steer NE. Do. to steer North. $\frac{3}{4}$ past 5, answered signal for the van to engage the van, the centre the enemy's centre. $\frac{1}{2}$ past do., rear to engage the enemy's rear. Reefed topsails. Made and shortened sail occasionally.

Sunday, June 1st.

A.M.—Took 2 reefs topsails and set mainsail. Hauled up the foresail. $\frac{3}{4}$ past 8, answered the signal to break through the enemy's line and to engage the enemy to leeward. At 9, the Admiral made signal for the van to keep closer ; and $\frac{1}{4}$ past 9, Admiral Bowyer made our signal to change our station with the Barfleur. $\frac{1}{2}$ past 9, Admiral made the signal preparative for each ship of the fleet independently of each other to engage the ships opposed to them in the enemy's line. $\frac{3}{4}$ past 9, brought the enemy to action, consisting of 27 sail of the line, which continued to about noon when they bore away to leeward. Saw 10 or 11 sail dismasted, seven sail of their line totally dismasted.

P.M.—Wore ship to join the Admiral who had lost his fore mast and fore yard. Saw 1 of the prizes sink a little ahead of us, all her masts gone but the mizen mast. At 4 hove to, and took possession of the *Juste*, commanded by Captain Blavet, of 84 guns and 870 men. Brought on board the officers, left the ship in tow by the *Latona*.

Monday, June 2nd.

A.M.—Moderate and hazy. The *Latona* sent on board to acquaint us that the prisoners were inclined

to blow the *Juste* up. Hoisted out the boats and brought on board 60 prisoners. Moderate and hazy. Saw none of the French fleet. Employed repairing the damage. Lost main cap in towing it to the *Defence*. Six sail of the French line dismasted and six in tow by our ships, and two of our own dismasted.

ORION

Journal.—JOHN HUNTER, Master.—Official No. 2434.

Thursday, May 29th.

A.M.—At 4, got up topgallant yards. At 7, tacked. The van of our fleet engaged with the enemy. At 11, engaged with the enemy.

P.M.—25 minutes past noon, signal to tack in succession. At 25 minutes past 1, the signal was made to pass between the enemy's line to obtain the weather gage. At 22 minutes past 2, to tack in succession. The *Queen* tacked and led us, as the *Cæsar* wore and went to leeward of our line; the *Russell* followed the *Queen*, the *Royal George* followed the *Russell*, the *Invincible* followed the *Royal George*, the *Orion* followed the *Invincible*, when a close and smart cannonading ensued from and at the rear of the enemy. Had our sails and rigging shot away fore and aft. Our mainsail and main topsail shot quite away from the yard, so as only the naked yard appeared. Was obliged to cut away all the wreck to prevent its catching fire. Mizen yard shot in two in the slings, main topsail yard-arm do., and all our braces and rigging cut to pieces, as quite disabled us either to back or fill; and all the rest of our sails very much shattered and torn, main mast and main topmast wounded and mizen topmast and spanker boom. Three men killed and several wounded. When

we passed the last ship of the enemy's rear, saw a disabled ship of the enemy to leeward of us. Got our braces repaired and the ship governable. Bore up, run close under her lee quarter, luffed up, and poured a well-directed broadside into her, and shot ahead of her. Had several shot fired into us from some of our ships to leeward, which obliged us to quit her, but left her engaged with the *Barfleur*, and hauled off to repair our damages. Cut away several hammocks on fire from the lanyards of the shrouds. Bent a new mainsail. Turned thick and foggy.

Friday, May 30th.

A.M.—At 7, cleared up, saw the French fleet to leeward. Employed clearing the ship for action. Launched the pieces of the mizen yard overboard, several empty tubs and butts overboard, as the decks were lumbered with empty casks, to get full ones up for the people, and everything that was cumbersome. At 10, let 2 reefs out [of] the fore and mizen topsails. Repaired our main rigging, 6 of our main shrouds being shot away, also our topmast backstays and shrouds, and got the masts secured by noon, when it came on a thick fog.

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Saturday, May 31st.

P.M.—Still thick weather, with drizzling rain. At 2, cleared up; saw the French fleet to leeward bearing NNW. Signal made to make sail, and to alter the course to WNW; and at 3, signal to haul the wind together on the larboard tack. At $\frac{1}{2}$ past 3, to alter the course 2 points to port together. At 5, signal for the van to prepare to engage the enemy's van; 15 minutes past 5, for the centre to prepare to engage the enemy's centre; 30 minutes past 5,

for the rear to prepare to engage the enemy's rear. At $\frac{1}{2}$ past 7, the Southampton hailed us, saying the Admiral would carry the same sail all night, and to keep a little to windward of his wake, and to carry as many reefs out as we could with safety. The Admiral's sails were then single reefed topsails, foresail, jib, and main topmast staysail.

Sunday, June 1st.

A.M.—At $\frac{1}{2}$ past 5, bore up for the enemy's line. At 7, signal to form the order of battle on the larboard line of bearing. At 8, for the van to close to the centre. At $\frac{1}{2}$ past 8, for each ship to engage her opponent. As the enemy had begun to cannonade us, signal to engage closer. At 9, being close to the enemy, began to engage. At 10, had our main topmast shot away. $\frac{1}{2}$ past 10, our main yard shot in two in the slings. Drove three of the enemy's ships in confusion, who ran to leeward, we being disabled, could not follow, and having no other near to us, but others astern coming up. Cut away all the wreck, and got clear of it for others as they came up. Observed many ships of both sides dismasted, but the enemy terribly so. At noon, got a little in order, hauled up and closed near the Admiral per signal to repair our damages. The enemy giving way, could not follow.

P.M.—At 1, the enemy that were able run to leeward and formed. At 4, the enemy collected what disabled ships they could and set off, leaving seven behind which we took possession of, but one went down before we could take all the people out of her. At 7, got up a main topgallant mast for a jury main topmast and fore topgallant sail for a main topsail, a fore topsail yard for a main yard, and fore topsail for a mainsail.

Monday, June 2nd.

A.M.—The fleet lying to repairing their damages. Employed knotting, repairing and reeving new rigging. All our rigging and sails shot to tatters. Cloudy thick weather. No observation.

RUSSELL

Log.—E. BARKER, Master.—Official No. 2955.

Wednesday, May 28th.

P.M.—Fresh gales and hazy weather. Fired at the enemy's rear as they passed up. Tacked ship. The signal to harass the enemy's rear, and to engage as we came up and to support each other. Squally weather. In 3 reefs topsails. Up courses and opened our fire at the rear of the enemy. Ship a three decker. At 9, the fire ceased on both sides, our van advancing. The rear ship of the enemy bore down into our fleet and struck. Made sail ahead. At 12, thick with small rain. Made and shortened sail occasionally.

Thursday, May 29th.

A.M.—Ditto weather. The enemy's fleet abreast of us about 4 or 5 miles to the windward. Found the main topmast sprung. Fished do. mast. Employed in repairing the rigging as needful. At $\frac{1}{2}$ past 7, tacked ship and took our station in the line. At $\frac{1}{2}$ past 7, we began engaging the enemy's rear as we passed. A large head swell. The enemy's line 26 in number and us the like number. At $\frac{1}{2}$ past 9, the centre division began to engage. At 10, the van was engaged. At meridian, still engaged with the enemy. Cut away the foresail and got up another to bend.

P.M.—The fleet engaged with the enemy. At 1, the signal to tack. Tacked ship per signal and stood down the enemy's line. At 2, the firing ceased. At 3, wore and stood toward the enemy. At 4, wore and stood to the SE. At 5, wore to the westward. Employed in repairing our rigging, bent a new foresail. The carpenter employed in stopping leaks and fishing the bowsprit. The ship making a deal of water, so as to keep the chain and hand pumps at work. Got up the messenger for a main stay, the main stay being shot to pieces. Commander-in-Chief NNW 2 miles.

Friday, May 30th.

A.M.—The carpenter stopped the leaks so as the hand pumps kept her free. Thick fog. Saw the fleet in the NW. Edged down towards the fleet. Made and shortened sail occasionally. Employed in repairing our rigging. At meridian foggy weather

Saturday, May 31st.

P.M.—At $\frac{1}{2}$ past 12, the Commander-in-Chief N by W. 24 past 1, reefed the main topmast. Saw the French fleet in the NNW. At $\frac{3}{4}$ past 2, made sail. At 4, set steering sails and main topgallant sail and staysails to gain our station. In 2nd reefs topsails, hauled our wind per signal. At 10, the Phaëton hailed and informed us the Admiral was carrying single reefed topsails and staysail and courses, and desired we would carry all the sail we could with safety to keep our station.

Sunday, June 1st.

A.M.—At 2, made and shortened sail occasionally. The Bellerophon west 1 mile. At 5, the Admiral

made the signal to alter the course to NW. At $\frac{1}{2}$ past, saw the enemy's fleet bearing N by E. At 6, in 3rd reefs of topsails. At 7, brought to. At $\frac{1}{2}$ past, made sail and bore down on the enemy's line as per signal. At $\frac{1}{2}$ past 8, the action commenced on both sides in general. At 10, our fore topmast was shot away. At 11, the French line gave way. Saw three sail of the enemy dismasted astern. At $\frac{1}{2}$ past 11, we ceased firing and wore towards the Commander-in-Chief. The enemy bore away and left the crippled ships behind them.

P.M.—Ship standing down towards the rear of our line as did most part of our fleet. Employed in lashing a top-block on the stump of the fore topmast. Repairing our running rigging, shrouds and stays, &c. Standing towards the crippled ships. At 5, wore. Took possession of the *America*, a 74. At $\frac{1}{4}$ past 6, quitted by order of Admiral Graves and took possession of the *Impétueux*, a 74. Seven sail of French line-of-battle ships all prizes to the fleet, one of which ships sunk near us. Lying to repairing rigging and other damages, &c. Received on board 117 prisoners from the *Impétueux*, officers and men in all. Found 265 pieces of pork boiled to slush and unfit for men to eat. Moderate and cloudy weather.

Monday, June 2nd.

A.M.—Ditto weather. Employed in getting down the stumps of the fore topmast and clearing the wreck. Knotting and splicing the rigging and clearing the booms. The number killed between the 29th of May and 1st of June included 7 killed and 28 wounded. Got the fore topmast pointed through the cap.

MARLBOROUGH

[The Marlborough received as hard a hammering on the 1st of June as any ship of Lord Howe's fleet. The master's journal gives a very good account of her part in the action. The statement that the Gibraltar and Culloden fired into the Marlborough, probably mistaking her St. George's ensign for the French colours, is worthy of note in these days, when the white ensign is the distinctive sign of a man-of-war. The white ensign, after being exposed to the smoke of a funnel for any considerable time, is almost indistinguishable from the modern German man-of-war ensign, but could never be mistaken for the clear and distinct tricolour. This latter flag had not, in its present form, been supplied to Admiral Villaret Joyeuse's fleet, and the white ensign with the tricolour in the upper canton, worn by the French ships, was not unlike a St. George's ensign.]

Journal.—DANIEL STEWART, Master.—Official No. 2795.

Wednesday, May 28th.

P.M.—First part fresh breezes and cloudy, middle fresh gales, latter fresh breezes and hazy. 1.45. Russell made signal for an enemy in sight; do. do ships seen are on the starboard tack. 1.50. Admiral made signal for the rear of the enemy to be separately attacked. At 2, signal for general chase with 2 guns. Set the jib. [2.] 7m. To engage the enemy as arriving up with them. 3.33. Signal to tack in succession. 45 minutes past, tacked. 4.15. Russell made signal ships seen are of the line 26 sail. 5. Signal to carry a light by night. 5.8. Marlborough made signal that ships seen have shortened [sail]. Do. ships seen are lying by. 5.53. Bellerophon began firing on the enemy. 6.23. Admiral made Bellerophon's signal to attack the rear of the enemy separately. Do. general signal. 40m. Russell began firing on the enemy. 7.7. Bellerophon made signal of having sprung a topmast. 21m. Admiral made signal to assist ships engaged or going into action, with a gun. Do. for Russell and Marlborough.

7.33. Opened our fire upon the rear of the enemy. Line ahead and astern as most convenient. 7.50. Signal to recall Bellerophon, Leviathan and Marlborough from chase.

Thursday, May 29th.

A.M.—4.5. Admiral made signal to form line ahead and astern as most convenient and recall from chase. 6.48. Signal to tack in succession. 7.18. Signal to engage. 23m. At liberty to fire on the enemy on passing them. At —, tacked ship. Our van division offered [*sic*] their fire on the enemy's rear. At 10, set the mainsail and topmast staysail. 10.52. The enemy's van began to engage our van. At noon, the van of the fleet engaging the enemy.

P.M.—First part strong breezes and cloudy, middle fresh breezes and thick weather with rain, latter thick foggy weather. 12.36. Signal to tack in succession. 12.38 do. repeated with a gun. 12.56. A three-decker, the 4th ship from the enemy's rear, carried away her fore topmast. 1.7. Admiral hauled down the signal to tack in succession. 1.12. Cæsar made signal that ships seen are on the starboard tack. 1.20. Signal to engage, No. 34. At 2, tacked ship. 2.5. Marlborough began to engage on starboard tack. 2.20. A three-decked ship of the enemy carried away her fore and main topmasts. 2.56. General chase. 3.44. Leviathan made signal having sprung a lower mast. 2.57. Signal to come to the wind on the starboard tack. 4.4. Signal to form line ahead and astern as most convenient. 4.18. Signal ships to windward keep in the Admiral's wake. 4.47. Impregnable's and Royal George's signal to come to the wind on the starboard tack and take stations as most convenient. Signal to recall Royal George and Barfleur from chase in the west. 4.59. Signal to haul on the starboard tack. 5.18. Signal to come to

the wind on larboard tack in succession. 5.35. Line on larboard bearing to form. Hauled to the wind on the larboard tack and made sail to get into our station. 7.25. Bellerophon's signal to pass within hail. The body of the French fleet NW. Clewed up the main topsail to repair.

Friday, May 30th.

A.M.—8.30. Valiant made signal a strange No. [sic]. Employed repairing the sails and rigging. 9.3. Signal to recall distant ships. 9.10. Barfleur made signal for a strange fleet discovered. 9.15. Signal to take stations as most convenient. Belle-rophon made signal having sprung a lower mast or yard, Invincible do. signal. 9.20. Signal ships astern to make more sail. 9.25. Signal for the Invincible to quit the line. 9.48. Royal Sovereign made Valiant's signal to close to the centre. 9.49. Impregnable to make more sail. At 10, Signal for sailing in 2 divisions. 10.8. Starboard division to keep in the Admiral's wake. 10.15. Interrogatory to know if the fleet is in order to renew the battle. Answered affirmative by Marlborough and fleet. 10.20. Cæsar made signal of inability to comply. 10.33. Signal to come to the wind in succession. 11. Signal order closer, do. to van, do. to centre. 11.33. Russell made signal having sprung a lower mast or yard. Employed preparing for action.

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Saturday, May 31st.

P.M.—First part moderate and hazy. Middle, light airs; latter, fresh breezes and cloudy. 1.40. Admiral made signal to make more sail after lying by. 48m. Saw several sail to leeward, bore up and made sail. 3.23. To haul to the wind together on

the larboard tack. 28m. Do. repeated with a gun. 44m. Line on larboard bearing to form. At 4, the French fleet in sight consisting of 32 sail. Beat to arms. Up topgallant sails and bore up for the enemy. 5.10. Signal for the van to prepare to engage the van of the enemy. 15m. Do. centre the centre. 31m. Rear division to prepare to engage the rear of the enemy. 50m. To carry a light by night. 7.2. Signal to come to the wind on the larboard tack in succession. Hauled our wind. The French fleet to leeward. 7.29. Signal for ships astern to make more sail. At 12, Royal Sovereign close astern.

Sunday, June 1st.

A.M.—6.10. Bellerophon made signal for a strange fleet N by E. 11m. Do. for an enemy in sight. Hauled up the mainsail. The enemy under topsails on our lee bow hove to. 7.40. Line on larboard bearing to form. 45m. Signal to engage No. 34. 8.9. Royal Sovereign made Marlborough's signal to interchange places with her in the line. 10m. Admiral made signal for van to close to the centre. Backed our [top]sails and dropped into our station astern of Royal Sovereign. 23m. Signal to make sail after lying by. 8.36. Admiral made signal to engage each ship his opponent. 40m. Admiral made signal to engage with a gun. 49m. past 8, bore down to the French fleet. 9.33. The enemy began firing on the Defence, which she answered. 39m. Royal Sovereign began to engage. 42m. Impregnable do. 45m. The Marlborough began to engage the enemy. 47m. Royal Sovereign made signal to engage closer. 48m. Do. to make more sail. 55m. Broke through the French line, passed close under our opponent's stern and engaged him to leeward. 10.2. Our opponent ran on board us on the

larboard quarter. Soon after another ship of the enemy attempted to board us, which our heavy fire prevented, and he ran on board our opponent. 10.15. Our opponent carried away his bowsprit over our quarter and soon after his fore mast, also his main and mizen masts and lay a perfect wreck. Not a man to be seen at his quarters. Some of our people having boarded him, the other ship which was on board of our opponent's quarter (luffing up) boarded the Marlborough on the larboard bow, where he lay some time and was totally dismasted by the Marlborough. Shortly after a French 3-decker came under our stern, and having his main topsail to the mast raked us, which wounded Captain Berkeley severely, carried away our 3 masts and did us other considerable damage. Observed the Gibraltar and Culloden firing at us, probably by mistaking our St. George's ensign for the national flag, on which we cut off the fly. 11.40. Made the signal for assistance but it was almost instantly shot away, hoisted it again on a boat's mast.

P.M.—First part moderate and fair, middle fresh breezes and cloudy, latter moderate and cloudy. 12.3. Ceased firing entirely, being totally disabled, all our masts being gone. Several of the enemy's large ships still passing and firing on us. At 2, signal to close round the Admiral. 2.40. Signal to come on the larboard tack in succession. Observed one or two of our ships still in action with the enemy, 8 or 9 of their ships totally dismasted. 55m. Observed the whole of the French fleet that were able in running away from us. Signal to make sail after lying by, and take stations as most convenient in the line. 3.7. Gibraltar's signal to stay by and convoy prizes. Thunderer do. At 5, the Aquilon took us in tow. Employed clearing away the wreck of the 3 masts. 5.20. Signal take stations as most convenient. Body

of the fleet WNW. 5.30. Signal to make sail after lying by. At 8, signal to bring to. 10m. The Alfred to tow disabled ships.

Monday, June 2nd.

A.M.—At 4, signal to close round the Admiral. Employed getting up jury masts. Mustered ship's company and found we had 27 killed and 103 wounded. At 10, Aquilon made signal for 8 strange sail bearing north. At 11, the Aquilon left us, and the Tremendous took us in tow.

THUNDERER

Journal.—B. JACKSON, Master.—Official No. 3065.

Wednesday, May 28th.

P.M.—Fresh breezes and squally weather, a heavy sea from the westward. At 1, washed away part of the figure and head gratings. $\frac{1}{2}$ past 1, the van of the enemy tacked to the southward and soon after the centre and rear also. At 2, the Admiral made the signal for the ships most convenient to harass the rear of the enemy and for a general chase. $\frac{1}{2}$ past 3, we passed the French line to leeward, as did the Russell, who being on our weather bow, fired on the rear of the enemy, but at too great a distance to make any impression. $\frac{3}{4}$ past, carried away the strop of the larboard main topsail sheet block, wore ship, set the main topsail again and made sail again after the enemy. At 6, the Bellerophon, Rear-Admiral Pasley, being on our lee bow fired on the enemy's rear, the sternmost ship being a three-decker without a poop. We soon after closed with the enemy and fired on the rear ship, and repeated the fire on our near approach. At 7, the Audacious passed to windward and came to a close action with

the rear ship. At $\frac{1}{2}$ past 8, the Frenchman's mizen top caught fire and soon after her mizen mast went over the side, being then a short distance ahead of us. She fell off with the wind on the starboard quarter athwart our bows, and the Audacious to leeward of her. We closed and repeated our fire as before to support the Audacious ; passed her to windward and hailed Captain Parker and asked whether the Frenchman had struck. The answer was he did not know. We passed the Audacious and hailed the Frenchman, who answered in English that he had struck and would follow us during the night. The Audacious at this time had dropped some distance astern. At 10, we wore to speak a ship on the starboard quarter which was observed to be a frigate. Wore ship and made sail to join the fleet. The French ship which had struck bore ENE distance a mile.

Thursday, May 29th.

A.M.—At 3, carried away the starboard bumpkin. At 4, joined the rear of the fleet. Saw the enemy to windward. Admiral made the signal to tack and break their line. At 8, the fleet tacked. At 10, the van engaged that of the enemy, which wore and continued engaging our van.

P.M.—Fresh breezes and hazy weather, the van of the fleet still in action with that of the enemy. Admiral made the signal to tack in succession and break the enemy's line. $\frac{1}{2}$ past noon, a three-decker in the enemy's rear was observed to carry away her fore topmast. At $\frac{1}{2}$ past 1, the Cæsar being the leading ship of the line was observed on the starboard tack between the two lines, and soon after the Queen on the same tack, followed by several other ships, engaging the enemy close to leeward. The Queen Charlotte and another ship went through the

enemy's line. At $\frac{1}{2}$ past 2, we spoke with the Admiral Caldwell in the Impregnable and obtained permission to go ahead to endeavour to come into action with the rear ships of the enemy. $\frac{1}{4}$ past 3, wore ship and commenced a fire on their rear ships. Do. repeated with several broadsides; received an 18-pound shot through the fore yard. Admiral made the signal to tack. Do. for a general chase. At 4, the enemy wore and formed on the starboard tack and came along to leeward to succour their disabled ships and firing on our nearest ship, which was returned. At 5, the enemy wore and stood to the NW with their whole fleet. $\frac{1}{2}$ past, Admiral made the signal to wear. At 6, wore accordingly and came to the wind on the same tack as the enemy. At 8, the enemy's fleet bore NW. Distance 3 or 4 leagues. At midnight, fresh breezes and a thick fog.

Friday, May 30th.

A.M.—Do. weather, foggy with small rain at times. The fog cleared up to leeward, we saw the French fleet, distance 8 or 9 miles. At 11, close round the Admiral. Spoke with the Queen Charlotte, and wore ship, got into our station.

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Saturday, May 31st.

Moderate and cloudy weather. Made and shortened sail occasionally. At 1, counted 34 sail of the enemy to leeward, 28 of which appeared to be of the line. At 2, bore up per signal and steered NW. At 4, closed with the enemy and came to the wind in succession on the same tack as before. At 6, the French fleet bore NW, distance 7 or 8 miles. The Southampton frigate came along the line and spoke us with orders from the Admiral Earl Howe. At 8,

fresh breezes and cloudy weather. At midnight more moderate. Made and shortened sail occasionally.

Sunday, June 1st.

A.M.—Do. weather. At 5, the enemy bore from NW to NNW, 4 or 5 leagues, forming in line of battle on the larboard tack. The Admiral made the signal to bear up and steer NW. Bore up accordingly on the larboard tack. At $\frac{1}{2}$ past 7, the fleet closed with the enemy and came to the wind per signal in succession on the same tack as the French fleet. At $\frac{1}{2}$ past 8, the signal to bear up, and do. for the centre and rear to engage those of the enemy. Bore up accordingly and made sail per signal. At 9, a signal for each ship to engage her opponent. At $\frac{1}{4}$ past 9, the van came to action, and soon after the centre and then the rear began to engage. We closed with the sternmost ship at one cable distance and commenced a fire. But, finding she had withdrawn to leeward of her second ahead and [was] keeping from the wind under a press of sail, we hauled to the wind and came to close action with her second, when after a few broadsides her main mast fell and soon after her mizen mast also. We continued engaging her for 50 minutes and upwards till at last she was observed to be totally dismasted. In the course of the action, the Queen was seen to leeward with her main mast gone and lying alongside. We wore and spoke her; at the same time our fore and mizen masts being very dangerously wounded and the main trestle trees and the main shrouds shot away, and a 42-pounder through the ship's bow between wind and water. We wore on the same tack as before and engaged the enemy as we came up with them. At noon, counted 12 ships totally dismasted, ten of which were of the enemy.

P.M.—Moderate and fair. At 1, we discontinued the engagement, as did the fleet, the French line being totally broke and dispersed. Eleven of their van ships with frigates, &c., were some distance to leeward, which we supposed have retreated early in the action. The Queen Charlotte was observed without her topmasts. The Admiral made the signal to close round him. The Marlborough and Defence being totally dismasted. At 2, the French ships to leeward formed a line and stood on the starboard tack to succour their disabled ships, and firing on the Queen as they passed her to leeward, and although she had only her fore mast standing and foresail set, she returned the fire and supported herself. The enemy succeeded in their attempt by sending 2 frigates and a brig, which took three of their hulks in tow, and 2 three-deckers got off with only their fore masts standing. They collected the remainder of their fleet and stood to the eastward. The Admiral made the Thunderer's signal and other ships to secure prizes, 7 of whom were taken charge of, one of which was the Vengeur of 74 guns, which being totally dismasted and very much battered with a great deal of water in the hold, we employed our boats with others in the fleet endeavouring to save the people, till about 20 minutes past 6 o'clock she sunk and the most part of her crew perished with her. At midnight moderate weather. Carpenters employed in fishing the masts and repairing of other damages sustained in action. People do. repairing the rigging.

Monday, June 2nd.

A.M.—Do. weather. Made sail to windward and took charge of L'Impétueux of 74 guns and took her in tow. Employed the boat in shifting prisoners into our own and other ships in the fleet. Sent an

additional number of men on board *L'Impétueux* and rigged her jury masts. Supplied her with spars, &c., for that purpose.

CULLODEN

[Students of Naval History are indebted to Captain Schomberg, of the *Culloden* : first, for giving a clear account of the ship's proceedings in the official log, and secondly, for his excellent 'observations and proceedings.'

The course steered by the *Cæsar* on the afternoon of the 29th of May is noted without comment. This shows fairness, as it would of course have been impossible for an observer on board the *Culloden* to be sure that the condition of the *Cæsar*'s rigging did not excuse her failure to keep to the wind.

The most interesting portion of these notes is, however, the description of the final great action on the 1st of June. The impossibility of bringing a large fleet simultaneously into action with an enemy to leeward is very clearly shown. The Commander-in-Chief orders the *Culloden* to make more sail, the *Invincible* grumbles at her for going too far ahead, and finally the Admiral in immediate command of that part of the line orders her not to get into his way.

In the description of the close of the action we find abundant testimony as to the disastrous effect of the signal of recall made by Lord Howe at the instance of his captain of the fleet. The *Culloden*, when recalled by signal, had actually driven off two frigates and a brig which were attempting to tow off two disabled ships ; and, if she had been permitted to do so, could certainly have secured at least one of them. It was an unfortunate ending to a glorious day.

It will be observed that on the 31st of May, during the pause which the fog enforced on the combatants in the biggest sea-fight which had taken place for years, two men were punished on board the *Culloden* 'for fighting' ! Surely this shows some want of a sense of humour on the part of the captain.]

Log.—EDWARD LOUD, Master.—Official No. 2570.

Wednesday, May 28th.

P.M.—Fresh gales and squally. Set jib and top-gallant sails. A heavy swell from the westward. In topgallant sails. Carried away the jib stay, rove a new one. Observed the *Thunderer* fire several

shot at the enemy in passing. Missed stays, wore ship, carried away jib and main topmast staysail sheets. Headmost ships of the French line SSE $\frac{1}{2}$ E, courses down. Counted 29 sail standing to the SE. Do. weather with rain at times. Observed the weathermost ships engaging the enemy formed in line of battle ahead. Observed a French ship beat down cross our line and appeared to be boarded after exchanging broadsides with the ship astern of us. Several ships fired at her before. Bellerophon bore under our stern and hailed us. Enemy's ships in sight on the weather bow and beam.

Thursday, May 29th.

A.M.—Made and shortened sail occasionally to keep our station in the line. Backed the mizen topsail occasionally. Do. weather. At daylight French fleet from SSE to SW from 2 to 5 leagues. Split the main topsail. Unbent do. and bent a new one. Do. weather. Observed the sternmost ships of the enemy firing at our ships. Saw a frigate to leeward. Tacked ship per signal. Counted our ships, found the Audacious missing. Headmost ships of our line and van of the enemy engaging. Made and shortened sail occasionally to keep our station. Brunswick ahead of us and Gibraltar astern, each distant 2 cables' length. French fleet about 2 miles to windward standing to the westward. Ships ahead engaging. Backed and filled occasionally.

P.M.—Fresh breezes and hazy weather, a heavy swell from the westward. Observed a three-decked ship in the enemy's rear carry away her fore topmast. Headmost ships engaging. Observed our headmost ships tack. Set mainsail, missed stays. Wore ship. Several ships in the enemy's line disabled. Hauled up for the enemy's rear as near as we could fetch and engaged the five sternmost ships.

Luffed round the rear ship and engaged. Passed her and wore ship. Brought to occasionally. French fleet wore: wore after them, passed 5. The firing ceased.¹ Observed the Queen and Bellerophon much disabled. Made and shortened sail occasionally. Enemy's fleet to leeward standing to the westward. Made and shortened sail occasionally. Queen Charlotte WNW $\frac{1}{2}$ W, distant about 2 miles. Barfleur NNW $\frac{1}{2}$ W, distant 2 cables' length.

Friday, May 30th.

A.M.—Fresh breezes and thick hazy weather. Made and shortened sail occasionally. A tumbling swell from the westward. Sailmaker repairing shot holes in the mainsail and main topmast staysail. Employed replacing and splicing ropes that were shot away. Carpenters repairing shot holes in the side. French fleet in sight NW, distant 3 leagues. Made and shortened sail occasionally to keep our station in the line. Out 3rd reef fore topsail. Moderate and hazy. People employed on sundry occasions. French fleet NW, distant about 3 leagues.

Saturday, May 31st.

P.M.—Fresh breezes and foggy weather. Backed the mizen topsail occasionally to keep in our station. Saw the French fleet in the NW. Made sail towards them. Body of the French fleet NNW $\frac{1}{2}$ W, about 3 leagues. Bore up and made sail occasionally, out 2nd reefs topsails. Set topgallant sails. Punished Richard Alfred and Dan Molone with 18 lashes for fighting. Do. Pat Sullivan with do. for striking the ship's corporal. At 7, headmost ships

¹ 'Past 5, the firing ceased' is a possible reading.

of the enemy's fleet NW, about 5 miles ; 25 sail of the line, 6 frigates, and 2 brigs. Barfleur NW a cable's length, hailed by do. not to go ahead. Made and shortened sail occasionally to keep in our station. Barfleur west distant a cable's length.

Sunday, June 1st.

A.M.—Made and shortened sail occasionally. Enemy's lights in sight to leeward. Fresh breezes, a heavy swell from the westward. $\frac{1}{4}$ past 5, bore up per signal. Split the jib, unbent do. and bent another. Bore up occasionally per signals made. Made and shortened sail occasionally to keep in station. Bore down on the enemy between the Invincible and Gibraltar. $\frac{1}{2}$ past 9, began to engage ; the first was the one ahead of the French Admiral, some time after their shot passed over us. Shot away her fore mast, soon after her main and mizen masts went. Observed several ships dismasted. Engaged on different tacks as we could get near and bring our guns to bear. French fleet in general in great disorder. Spoke the Commander-in-Chief. Engaged on different tacks.

P.M.—Moderate and hazy. Engaging the enemy as we could get near them and bring our guns to bear. About one, firing began to cease. Observed 9 French and 2 English totally dismasted, some bearing up with spritsails set and endeavouring to collect to leeward. Brought to occasionally. Cut away the jib in action. Employed securing the masts and yards, stopping shot-holes, splicing rigging, &c., supposed to be 200 panes of glass broke. Several ships disabled. Two of the French ships dismasted, were towed away and escaped. Got ready for taking the Vengeur in tow, out boats, got the French captain and 120 prisoners on board.

Bent a new fore topsail. Employed repairing damages. $\frac{1}{2}$ past 6, the Vengeur went down near us and part of the crew. One man killed and 15 wounded in the action. Several signals made by the Commander-in-Chief.

Monday, June 2nd.

A.M.—Got the fore topgallant mast on deck, fore topmast being wounded; carpenters fishing the main yard. Set fore topsail close reefed. Stove a number of casks in the hold to make room for the prisoners. Employed occasionally about the rigging. Lying to, main topsail to the mast. At daylight, counted 32 sail in the fleet and 6 prizes, different ships had them in tow. Out 2nd reef main topsail. Made sail to speak the Commander-in-Chief per signal. Wore ship. A swell from the westward. Wore. Shortened sail, sent a boat on board the Commander-in-Chief. Filled occasionally to keep clear of different ships. Six French ships and 2 English in tow. Employed occasionally about the rigging. Queen Charlotte S $\frac{1}{2}$ W, distant a mile.

CULLODEN

Observations and proceedings in the actions of the 28th May, 29th May, and first of June 1794, between the British and French fleets.

[From the original MS. by Captain Isaac Schomberg, now in the possession of his grandson, Alfred Schomberg, Esq., of Seend.]

May 28th.

A.M.—At 8 the signal was made by one of the advanced frigates for having discovered a strange fleet in the SW, the wind then blowing fresh from that quarter, and squally with a rough sea. Cleared ship for action; at 11, tacked. Body of the enemy's fleet SW by S, hull down. The enemy seemed at

first to come down in a confused manner, as if not suspecting it was the British fleet they had in view; and as they neared us, they were some hours before they formed in any regular order of battle. At noon, counted from 25 to 30 sail bearing from SSW to SW, distance about 9 or 10 miles. Our fleet carrying all their plain sails on a wind; the enemy keeping their wind, but under a more easy sail, apparently forming the line of battle.

P.M.—At 45 min. past one, Admiral made signal to attack and harass the enemy's rear, for giving opportunity to bring on a general action. Observed one of our advanced squadron fire several shot at the enemy's ships in passing; at 50 min. past, the signal for a general chase; and at 58 min. past, the signal to take stations for our mutual support, and engage the enemy as arriving up with them. At 6, Admiral Pasley's squadron far enough to windward to lie up for the sternmost ships of the enemy's rear; he soon after brought them to action in the *Bellerophon*, supported by the *Leviathan* and *Audacious*. At 38 min. past 7, the signal to form the line ahead as most convenient. Made and shortened sail occasionally to get into a station, formed astern of the *Majestic*. The *Glory* and several other ships coming up astern. A few minutes after, the signal was made to recall distant or chasing ships. A little past 8, the *Bellerophon* came under our stern, Admiral Pasley hailed and informed us that he had been engaged with a French three-decker, who appeared to be in great confusion, having shot away her mizen mast, and that she was away on our starboard beam. Saw her soon afterwards, coming down on our starboard quarter very near us, but she put away more before the wind. $\frac{1}{2}$ past 8, saw her go very near one of our ships astern; saw two or three broadsides given and

returned, and several volleys of musketry, when all was quiet. Supposed the ship had struck to some of our ships astern.¹ At 12, the enemy's lights to windward, about 5 miles.

May 29th.

At daylight, wind SW, the enemy's fleet to windward, bearing from SSE to SW, distant 5 or 6 miles, on the starboard tack, under an easy sail. At 20 min. past 4, the signal was made and repeated to form the line as most convenient. Took our station between the Brunswick and Gibraltar. At $\frac{1}{2}$ past 7, signal (with the preparative) to tack in succession; at 58 min. past, the van, centre, and part of the rear having complied with the signal, that to engage and pass between the enemy's line for obtaining the weather gage was made. Counted our line and found the Audacious missing. At $\frac{1}{4}$ past 8, the enemy's rear began firing at our van; at 9, tacked in our station, the enemy's fleet veering in succession and forming on the larboard tack. At $\frac{1}{2}$ past 10, the van of both fleets engaging; counted 25 sail in their line. At $\frac{1}{2}$ past 12, signal to tack in succession and pass between the enemy's line to obtain the weather gage, and repeated several times. $\frac{1}{2}$ past one, observed several of our headmost ships had tacked and were running close down the enemy's line to leeward, engaging very warmly. Saw the Cæsar slackening her fire and falling fast to leeward; the Queen keeping her wind, and engaging the enemy very closely in passing them; Queen Charlotte, followed by the Bellerophon and Leviathan, passing between the 5th and 6th ships in the rear of the enemy's line. The enemy veering to succour

¹ Note by Captain Schomberg.—This proved to be Le Révolutionnaire and she struck to the Audacious, but was not taken possession of. Next day both of them were missing.

their disabled ships ; many of them much disabled, and their topmasts shot away. At $\frac{1}{2}$ past 2, ships ahead of us missed stays ; missed stays ourselves and veered ship. Hauled up for the enemy's rear, and began to engage as we passed ; backed mizen top-sail ; hauled up for one of the enemy's ships, luffed under his stern, raked him, shot away his fore and main yards and starboard topgallant yard-arm. The Orion very near us on the larboard tack, coming down as if to attack the ship we had just raked ; ceased firing lest our shot should strike the Orion,¹ and bore up to keep our station and comply with the signal to tack again in succession.

At $\frac{1}{2}$ past 3, the enemy's fleet much disabled and dispersed, and to leeward of ours ; tacked per signal for a general chase ; saw the Queen to leeward disabled. Wore in compliance with the signal to close round the Admiral and come to the wind in succession on the starboard tack. The enemy by this time collected and standing to cover the ship the Culloden and Orion had engaged, forming the line and engaging as they passed to leeward, many of them appearing much disabled in their masts and rigging ; our fleet keeping away to the assistance of the Queen and Invincible. At $\frac{1}{2}$ past 5, the firing ceased and our fleet formed to windward of the enemy on the larboard tack and line of bearing, per signal, in two divisions. Employed knotting and splicing the rigging.

May 30th.

At 12 A.M. enemy's fleet, NW 8 or 9 miles. Employed repairing shot holes in our sides. Thick foggy weather. Several English gun carriages floated past us ; heard several guns to lee-

¹ Note by Captain Schomberg.—Orion shot past the Frenchman and got raked herself.

ward. Admiral made interrogatory signal to know what ships were in condition to renew the action, which was answered in the affirmative by all the fleet except Cæsar and Bellerophon.

May 31st.

Thick hazy weather; a fresh breeze from the S by W. At 45 min. past one P.M., the fog cleared away; discovered part of the enemy's fleet in the NW, distance about three leagues. Our fleet made sail and bore down per signal; at 2, the whole of the enemy's fleet in sight. At 50 min. past 3, when arrived within about four miles of them, formed in order of battle on the larboard line of bearing, per signal; the enemy forming their line on the larboard tack. Counted 26¹ sail in their line, six frigates and two brigs. At 10 min. past 5, (still edging down towards them) the signal for the van to engage that of the enemy; 20 min. past, the centre to engage the centre; and at 38 min. past, the rear to engage the rear. At 10 min. past 7, the signal for the fleet to come to the wind in succession on the larboard tack. The enemy's fleet to leeward, about 5 miles. The Phaëton hailed us and said 'It was the Commander-in-Chief's intention to carry the foresail, single-reefed topsails, jib and main topmast staysail during the night if the weather would admit of it.' Latona between our fleet and that of the enemy.

Sunday, June 1st.

Fresh breezes, southerly, and hazy. At daylight, saw the enemy's fleet bearing from NNW to NE, distance about 5 miles, much extended, and on the larboard tack. The fleet bore

¹ Note by Captain Schomberg.—Between the 29th and this day, 4 sail joined them and they sent 3 disabled ones away.

up per signal in the line of battle, and on the larboard line of bearing. 20 min. past 7, the signal to come to the wind on the larboard tack and form the line; the enemy at this time in a close well-formed line to leeward, their centre bearing N by W about 5 miles, wind at S by W. $\frac{1}{2}$ past 7, the signal to pass between the ships of the enemy's line and engage them to leeward. At $\frac{1}{2}$ past 8, the signal for each ship to steer for and engage her opponent in the enemy's line, independently of each other; bore up in compliance with the signal; shot up on the starboard quarter of the *Invincible*; backed mizen topsail, not to go ahead of her. At 9, the *Gibraltar's*, *Culloden's*, and *Brunswick's* pennants to make more sail. Filled, set the foresail and main topmast staysail. $\frac{1}{4}$ past 9, the *Invincible* hailed us and said we were not in our station. Replied our signal was made to make more sail. Stood on, till arriving up with the *Barfleur*, when Admiral Bowyer hailed and directed us not to keep between him and the enemy, lest he should fire into us; hauled up the foresail and backed main and mizen topsails, to let him go ahead (he having his mizen topsail aback). Our fleet edging down on the enemy; van ships engaging the enemy's van, NW about $\frac{3}{4}$ of a mile; rest of the fleet engaging as they closed. The enemy's shot striking and going over us, but we could not engage for the *Gibraltar*. At 10 min. past, the signal for a closer engagement and to make more sail. Set the foresail; bore down nearer the enemy's line, and began to engage closely; the major part of the enemy's shot going over us. Observed the ship we had engaged totally dismasted. At this time the whole of both fleets in close action. Soon after 11, their line was forced and thrown into confusion. Saw several of their ships with all their masts shot away. *Queen Char-*

lotte on our starboard quarter, with her fore topmast gone ; put our helm up to close with her, and ceased firing, lest our shot should strike her ; but finding the shot from her larboard guns went past us, hauled up again and engaged the ship second ahead of the French Admiral. On the smoke clearing up saw six or seven of their ships dismasted, and two three-deckers with only their fore masts standing ; the Marlborough and Defence also dismasted, the former with an English jack at the stump of her fore mast. Several of the French ships hauled down the national colours, and cheered as we past. Observed the Queen Charlotte's main topmast gone, distance about three cables on our starboard bow. Bore down to speak her per signal ; when within hail, was directed by the Commander-in-Chief to go to the assistance of the Marlborough, cheered the Admiral, and received cheers in return. Bore up in compliance with the order, but our signal being kept abroad, hauled up again to speak the Charlotte, when the Admiral said it was his directions that we should form in line of battle astern of him on account of L'America and Le Républicain having left their van, and were coming up astern, reserving their fire for the Charlotte ; wore, and engaged the three-decked ship, (Le Républicain) which one of their frigates towed away to leeward. Wore again, and formed astern of the Alfred, and engaged two of the enemy's ships endeavouring to get off. At one P.M., counted the enemy's ships, and found ten totally dismasted, two three-decked ships with only their fore masts standing, one line-of-battle ship missing,¹ and 12 or 13 forming a line to leeward, many of which appeared much disabled. At 2,

¹ Note by Captain Schomberg.—Le Jacobin sunk in action, not a man saved. [This is erroneous, but seems to have been generally believed in the fleet.]

observed the *Queen* to leeward, with her main mast gone, towed by the *Phaëton*, engaging the enemy as they passed to leeward of her; they bearing up and making off as fast as their disabled state would permit. $\frac{1}{2}$ past 2, the *Royal George's* fore mast fell over her side at about half a cable's length astern of us. 5 min. past 3, bore up per signal to stay by prizes in the ENE; passed the *Gibraltar* and *Majestic*, who had taken possession of two of the enemy's line-of-battle ships. Fired at one of the enemy's line-of-battle ships to leeward, which brought to; made sail to take possession of one of the enemy's ships in the ENE. Two French frigates and a brig attempting to tow off two of their disabled ships; fired at them, and obliged them to sheer off; saw one of their disabled ships get into their line under her spritsail. At this time the Admiral made signal to recall distant or chasing ships; the enemy's fleet about 3 miles to leeward of us. Wore, and stood towards our fleet, informing the Admiral by signal that prizes were not secured; signal was made for us to stay by them; wore again and made sail, but the two ships before mentioned had drifted too near their fleet for us to secure them without being exposed to the fire of their line; hauled up again for an enemy's ship to windward disabled. $\frac{1}{4}$ past 5, firing entirely ceased. The enemy finding it impracticable to get off any more of their disabled ships without risking another action, they kept away about a point from the wind, leaving seven of their dismasted line-of-battle ships. At $\frac{1}{2}$ past 5, brought to alongside one of them, hoisted out the barge and took possession. She proved to be *Le Vengeur* of 74 guns, Captain J. F. Renaudin, whom the barge brought on board with his son; and she being reported sinking very fast, the water then being over her orlop, hoisted out all

our boats (except the launch which was shot through) as did the *Alfred* to save the crew ; but before we could effect it, she unfortunately went down, and upwards of 300 souls perished. We saved about 130, many of whom desperately wounded and mostly half naked ; several died of their wounds on board us afterwards. At 8 o'clock, wore and joined the fleet. Ship much damaged in her masts and yards, a vast number of shot in her hull ; fortunately had but two men killed ; Mr. T. Whitter, third lieutenant and 14 men wounded, 5 only of whom were not able to return to quarters. Employed fishing main yard, stopping shot holes, knotting and splicing rigging, &c. &c. &c.

N.B.—Ship makes $5\frac{1}{2}$ in. water on the starboard tack, and $3\frac{1}{2}$ on the larboard tack, per hour. Different ships of the fleet with the six remaining prizes in tow.

PHAËTON

[Lookers on see most of the game, and the logs of the frigates are on that account interesting.

The incident which excited the indignation of Lieutenant Smith, of the Queen's Regiment, serving on board the *Royal George* (*vide supra*, p. 57), is described in the *Phaëton's* log. It was not the custom for line-of-battle ships to fire at frigates unless the latter were taking a part in the engagement.]

Log.—WM. BRUCE, Master.—Official No. 2859.

Wednesday, May 28th.

A.M.—Moderate and cloudy. Made and shortened sail occasionally. At 4, the Admiral SW by W $2\frac{1}{2}$ miles and Latona ESE $\frac{1}{2}$ a mile. At $\frac{1}{2}$ past 4, saw a sail in the S by E. At $\frac{1}{2}$ past 6, fired 2 shot at the sail. $\frac{1}{2}$ past 7, shortened sail and boarded the sail, which proved to be the *Wilmington* brig of Campbelltown, from Cadiz bound to London. Saw

a fleet bearing SSE. Made the signal to the Admiral of that purport. At 8, the Admiral WNW 5 miles. Tacked occasionally to get in our station per signal. Observed the fleet running down towards us. Cleared ship for action. Carried away the fore topsail yard in the slings and threw it overboard with a hen-coop, a bittacle, a pantry and a bulkhead to clear the ship. At 11, tacked ship, the enemy lying to. At noon, fresh breezes and hazy weather. The Queen Charlotte NW $\frac{1}{2}$ W $1\frac{1}{2}$ miles, and the body of the French fleet SW by W $\frac{1}{2}$ W $3\frac{1}{2}$ miles.

P.M.—Fresh breezes and cloudy. The French fleet in sight to windward. At $\frac{1}{2}$ past 3, tacked ship. At 4, the Admiral N $\frac{1}{2}$ E $3\frac{1}{2}$ miles. At 6, fresh gales with rain. Took in the 3rd reef of the topsails. The body of the enemy's fleet ESE 4 miles. The Queen Charlotte NE by N 2 miles. Set and hauled up the foresail occasionally. At 7, the Russell fired several guns at one of the enemy's ships to windward. At 8, the Admiral steering SE $\frac{1}{2}$ E, bearing from us NE by E 2 miles, the French fleet ESE. At 9, the Bellerophon, Thunderer, Audacious and several other ships of our van engaged the enemy's rear. At $\frac{1}{2}$ past 9, the Admiral E by N, and the rear of the enemy's fleet ESE. 10 minutes before 10, hauled to the wind. One of our ships in the centre began and continued a brisk fire, which lasted 5 minutes, then ceased. Observed the rear ship of the enemy fall to leeward amongst our fleet and ceased firing. Made sail after the fleet. At 12, do. weather; the Admiral not in sight.

May 29th.

A.M.—At $\frac{1}{2}$ past 12, the van of our fleet ESE, and the rear NNW. A ship to leeward fired a shot

right over us. At $\frac{1}{2}$ past 2, set the 'mainsail. At $\frac{1}{2}$ past 3, saw the enemy's fleet to windward 2 miles distant. At 4, fresh gales and squally weather; up courses. At $\frac{1}{2}$ past 4, the Admiral ESE $2\frac{1}{2}$ miles. $\frac{1}{2}$ past 5, set the foresail. At 7 more clear. At 8, the Admiral SE by E $2\frac{1}{2}$ miles. The van of the enemy's fleet SE $\frac{1}{2}$ S, and their rear S by W. Our van SE by E, and our rear N $\frac{1}{2}$ W. Two brigs and a ship in sight to leeward of our rear. The van of our fleet tacked per signal in succession. Made and shortened sail occasionally. At 9, the van of our fleet began to fire at the enemy's rear as they passed them. $\frac{1}{4}$ past 9, wore ship. At 10, observed the Cæsar to clew up her main topsail. The enemy's fleet in the larboard tack. $\frac{1}{4}$ before 12, the van of the fleet began a brisk cannonading, their lines being inverted. At 12, the van of the two fleets at action. Fresh breezes and hazy.

P.M.—Fresh breezes and hazy weather. At 1, the Admiral made the signal to tack in succession. At 2, the Cæsar made the signal of inability and wore; the cannonading in the van still continuing very briskly. At 16 minutes past 2, the van of the fleet wore per signal. At 23 minutes past 2, wore ship and stood along the rear of our line. Saw five of the enemy's ships open upon the Queen Charlotte. At 33 minutes past 2, the Admiral tacked. The cannonading continuing very briskly. At 11 minutes past 3, observed the Queen's larboard main topsail sheet gone. At 16 minutes past 3, observed one of the enemy's ships with her fore and main topmasts gone, and the Invincible with her main topmast gone. At 4, the Queen Charlotte SW by W 3 or 4 miles. At 5, cheered several of the ships as we passed them; the cannonading abating considerably. $\frac{1}{4}$ past 5, wore ship.

At 6, wore ship. Fresh breezes and cloudy. At $\frac{1}{2}$ past 6, wore ship. At 8, fresh breezes and cloudy. The Admiral N by W. The rear of the enemy N by W, their van NW. The van of our fleet NW by N, and the rear NE by E. $\frac{1}{4}$ before 9, the Admiral unbent his main topsail, part of it being shot away, and bent another; her bearing NW by N 4 miles. Backed and filled the mizen topsail occasionally. Fresh breezes and cloudy.

May 30th.

A.M.—At 2, the Admiral NW by N. At 4, fresh gales with rain. The Admiral not in sight and but few of the fleet. At $\frac{1}{2}$ past 5, hazy weather. At 9, the Admiral NNW, being the only ship in sight. At $\frac{1}{2}$ past 10, more clear. The body of the enemy's fleet NW by N. At $\frac{1}{2}$ past 11, the enemy's fleet NNW $\frac{1}{2}$ W. Backed the main topsail. At noon the Admiral N by W, being in the van of the line, and the rear ship, W by S. Fresh breezes and hazy weather.

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May 31st.

A.M.—Occasionally two frigates in sight. 5 minutes before 5, backed the mizen topsail. $\frac{1}{2}$ past 5, twelve ships in sight. Filled the mizen topsail. Do. weather. At $\frac{1}{2}$ past 6, spoke the Invincible, lowered down the cutter and sent on board of the aforementioned ship 1 and $\frac{1}{2}$ coils of different size rope, some matches, tallow, elm boards, and nails. $\frac{1}{4}$ before 7, saw the van of the fleet bearing W by N $2\frac{1}{2}$ miles. Backed and filled occasionally, keeping close to the Invincible. Sent her on board a main topmast staysail. At 8, heard two guns slow, and two quick, and one gun about two minutes after. The boat returned, hoisted her on board.

Hauled on board the fore and main tacks. At 9, the extremes of the fleet from NW to W by N. $\frac{1}{4}$ before 10, the fleet hoisted their colours. The Queen Charlotte bearing W by N $\frac{1}{2}$ N $1\frac{1}{2}$ miles.

P.M.—Making and shortening sail occasionally to keep in our station. At half-past 5, up mainsail. At 6, the Admiral N $\frac{1}{2}$ W $1\frac{1}{2}$ miles. Centre of the French fleet NNW 2 miles. 20 minutes past 6, shortened sail per signal. 55 past 6, bore up and made sail per signal to speak the Admiral. At 8, spoke the Admiral and received orders to deliver to the van of the fleet. Made sail and delivered the said orders. At midnight the Bellerophon SW by W $\frac{1}{2}$ mile.

June 1st.

A.M.—Fresh breezes and cloudy weather. At 4, the Bellerophon SW $\frac{1}{2}$ S 3 miles. The enemy not in sight. At 5, wore ship. The enemy's fleet N by E 6 miles. Made and shortened sail occasionally to keep in our station. $\frac{1}{4}$ past, bore up towards the Admiral. At 7, hove to by signal. At 8, all the fleet lying to. The Admiral N $\frac{1}{2}$ W $1\frac{1}{2}$ miles. The French fleet lying to leeward. $\frac{1}{2}$ past 8, the Queen Charlotte bore up. $\frac{1}{4}$ before 9, Admiral set his foresail and loosed topgallant sails. At 5 minutes past 9, the action begun by the Impregnable and Defence. At 10, one ship's fore mast and bowsprit gone. At 5 minutes past 10, observed several ships dismasted and the Queen Charlotte with her fore topmast gone. 20 minutes past 10, four French ships without a single mast standing. At 52 minutes past 10, bore up by signal to speak the Admiral. Made sail and got clear for action. Passed four French ships on the starboard beam and under a 74-gun ship's stern, but did not fire at her, she being dismasted, till going a little further he got

his larboard guns to bear on us and begun to fire at us, which we returned for 10 minutes, and during that time we got 2 men killed and 5 wounded. At $\frac{1}{2}$ past 11, spoke the Admiral and received orders to take the Defence in tow, which was dismasted, and tow her out of the line. At noon, fresh breezes and clear. A number of wrecks, masts, and yards floating about.

P.M.—Fresh breezes and clear weather. At $\frac{1}{2}$ past 12, bore up to take the Defence in tow by order of the Admiral. At $\frac{3}{4}$ past 1, took the Defence in tow with a 6-inch hawser. At 2, the hawser broke and was all lost but 10 fathoms, and lost a deep sea line one hundred and fifty fathoms in length in lowering it over the stern into the boat. Sent an end of a cable on board the Defence and hauled on board the end of her stream cable. Made sail and stood to the westward. At 5, wore ship and stood towards the Admiral. At $\frac{1}{2}$ past 6, backed the main topsail. Moderate and cloudy. Le Vengeur of 74 guns, one of the French ships, sunk. Moderate and clear. Spoke one of the French prizes.

June 2nd.

A.M.—At 4, saw a frigate towing a ship into the fleet from the SE. The Admiral W by S 2 miles. Moderate breezes and cloudy. The Defence in tow. The fleet in company. At $\frac{3}{4}$ past 8, cast off the Defence's cable, she going to be taken in tow by the Cæsar by order of the Admiral. At this time, ships of the fleet had in tow the undermentioned ships, viz., Juste of 80 guns, Sans-Pareil of 80 guns, Northumberland of 74, America of 74, Impétueux of 74, and Achille of 74 guns. Our boats employed occasionally. At noon light breezes and clear. The fleet exchanging prisoners.

SIGNALS.

Time	No. of Signal	To what ship addressed
<i>May 28th.</i>		
P.M.		
2.0	7	Admiral to the fleet.
2.5	35	Do. to do.
4.0	36	Russell to the Admiral with the numeral pennant over No. 26.
4.30	139	Admiral to the fleet.
4.45	45	Marlborough to the Admiral.
6.0	55	do. to do.
6.30	39	Admiral to Marlborough and Thunderer.
6.45	34	Bellerophon to Admiral.
6.50	29	Admiral to the fleet.
7.30		Admiral hoisted a signal. Could not observe what it was.
7.45	30	Admiral to the fleet.
7.50	12	Do. to do.
8.0	12	Do. to the Marlborough.
8.10	55	Do. to the fleet.
8.15	9	Do. to the Marlborough.
8.20	9	Do. to the Leviathan.
8.25	9	Do. to the Bellerophon.
<i>May 29th.</i>		
A.M.		
4.15	55	Do. to the fleet with No. 9.
8.0	78	Do. to do. with the preparative.
8.14	34	Do. to do.
8.30	28	Do. to do.
9.10	67	Admiral with the alternate red and white pennant at main topmast head.

SIGNALS—*continued.*

Time	No. of Signal	To what ship addressed
9.30 P.M.	67	Admiral to the Cæsar.
1.0	78	Admiral to the fleet.
2.0	48	By the Cæsar to the fleet.
2.11	39	By the Pegasus to the Admiral.
2.13	34	Admiral to fleet.
2.45		By the Barfleur a blue pennant in the mizen rigging.
3.11	68	By the Queen to the Admiral.
	34	Still flying.
3.16	78	By the Barfleur. The Admiral not in sight for the thick smoke.
6.30	49	By the Admiral to the starboard and larboard divisions with the annulling.
7.0		Signal to Royal George, Invincible and Queen.
7.0	49	To the Cæsar.
7.15	48	Orion to the Admiral.
8.0	{ 11 22 }	Tremendous to the Admiral.
8.45	47	By Admiral to Latona.
<i>May 30th.</i>		
A.M.		
9.45	9	By Admiral to the fleet.
10.10	58	By a private ship to the Admiral with the Invincible's pennant.
10.15	55	By Admiral to the fleet.
10.20	83	By Admiral to the Queen.
10.45	74	By do. to the fleet.

SIGNALS—*continued.*

Time	No. of Signal	To what ship addressed
11.35	86	By Niger a weft at the fore topgallant masthead. By Admiral to the starboard division.
12.0	61	By Admiral to the fleet, with a blue pennant at the main topgallant masthead.
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<i>May 31st.</i>		
P.M.		
1.30		Private ship to the Admiral the N by W compass signal.
	73	By Admiral to the fleet.
1.45	77	By a private ship to Admiral and a Union Jack over a white flag.
	18	By Admiral to the fleet.
1.50		By do. to the fleet with the NW by N compass signal.
2.0	19	By do. to the fleet.
2.5		By do. to do. with NW by W compass signal.
3.30	84	Admiral to do.
4.0	49	Do. to do.
4.10	61	Do. to do., with a blue pennant at main topgallant masthead.
4.15	4	Do. to the Defence and Russell.
4.16	18	By Royal Sovereign to the larboard division, and the NNW compass signal.
4.20	68	Admiral to the Defence.
4.30	67	Do. to the Gibraltar.

SIGNALS—*continued.*

Time	No. of Signal	To what ship addressed
4.40	17	By Royal Sovereign to the Cæsar, and the NW compass flag.
	17	Do. to the Impregnable.
4.50	67	By Admiral to the Brunswick.
	19	By do. to the fleet.
5.15	40	Do. to the second division with the preparative.
5.30	39	Do. to the first do. with do.
5.35	19	By do. to the fleet and the NW by W compass signal.
	56	Do. to the Defence.
6.0	41	Do. to the rear division with the preparative.
7.0	47	To Latona, Southampton and us.
7.15	139	Admiral to the fleet.
7.30	83	Do. to do.
7.45	68	Do. to do.
7.50		By do. a red pennant at the bowsprit end.

June 1st.

A.M.		
3.55	61	Admiral to the fleet, with a blue pennant at the main topgallant masthead.
4.0	61	Admiral to the fleet.
4.30	18	Do. do. do., with the NW compass signal.
5.30	33	Bellerophon to the Admiral, with a N by E compass signal.
6.15	18	Admiral to the fleet, with the preparative and North compass do.
6.30	61	Do. to the second division.

SIGNALS—*continued.*

Time	No. of Signal	To what ship addressed
7.0	84	Admiral to the fleet.
7.15	49	Do. to the do.
7.20	34	Do. to do.
8.0	61	Do. to the 2nd division.
8.10	53	Royal Sovereign, with a private ship's pennant.
8.15	73	Admiral to the fleet.
8.30	36	Do. to do., with the preparative.
8.35	4	Do. to Marlborough and Cæsar.
9.0	61	Do. to Glory and Thunderer.
9.10	5	With a red pennant over by Admiral.
9.15	67	Admiral to the fleet.
9.43	67	Do. to Gibraltar and Culloden.
9.50	67	Do. to Gibraltar, with No. 7 at the main topmast head.
10.14	27	Do. to Impregnable, with a red pennant over No. 5.
10.40	7	Do. to the Cæsar.
	102	Do. to the fleet.
10.42	77	Do. to Culloden.
10.52	47	Do. to Latona, Venus, Southampton and us.
	55	To the Gibraltar.

LATONA

Log.—DONALD TRAIL, Master.—Official No. 2322.

Wednesday, May 28th.

P.M.—Fresh gales and cloudy weather. $\frac{1}{2}$ past 2, the Russell fired at the French fleet as they passed. $\frac{1}{2}$ past 3, tacked, fleet in company. The Bellerophon engaging the sternmost ships of their

rear, the whole of their fleet now collected, lying to. Several of our van engaging the enemy's rear. $\frac{1}{2}$ past 7, bore up and fired at the sternmost ship. $\frac{1}{4}$ past 9, observed an explosion in the enemy's main top that the Audacious was engaging. $\frac{1}{2}$ past, she bore up, the Audacious followed her, soon after she struck; the whole of the fleet ceased firing.

Thursday, May 29th.

A.M.—At daylight, the enemy to windward, about 4 miles in a line ahead. Our fleet in a line ahead per signal. Fresh breezes and hazy. $\frac{1}{4}$ before 11, the van ships began to engage the enemy. At noon, the centre began to engage.

P.M.—Fresh breezes and hazy. $\frac{1}{2}$ past 1, wore in succession, our fleet running between the lines. Split the foresail, unbent it and bent another. The Queen and Invincible bore up out of the line to repair their damages they had sustained in the van and centre in action. Three of the enemy's ships lost their topmasts and several others very much disabled. $\frac{3}{4}$ past 4, wore ship, as did the enemy, and stood to the westward, having lately ceased firing.

Friday, May 30th.

A.M.—Fresh breezes, thick foggy weather, the French fleet not in sight, 2 of our line in sight to windward. At 9, cleared up and saw our fleet on the lee quarter. $\frac{1}{4}$ past, saw the French fleet to leeward. At 10, hove to. Thick foggy weather. The French fleet not in sight at noon.

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Sunday, June 1st.

A.M.—Moderate and hazy. The enemy in sight in a line ahead, the fleet in company. Our fleet

edging down into the enemy in lines. $\frac{1}{2}$ past 6, bore up to the Admiral per signal. $\frac{1}{2}$ past 7, spoke the Queen Charlotte. At 8, our fleet forming a line ahead, the enemy to leeward 3 miles in a line ahead. $\frac{1}{2}$ past 8, our fleet bore up. $\frac{1}{4}$ past 9, the enemy's fleet began the action, the signal was made to engage closer. At 10, perceived one of the enemy's ships dismasted by the Marlborough having got athwart her hawse. The Queen Charlotte shot away her opponent's main and mizen masts, which was the Mountain [Montagne]. She bore up out of the line. The Bellerophon shot away her opponent's masts, being engaged with a fresh ship. The Bellerophon made the signal for assistance. 20 minutes past 11, beat to quarters, going down to speak the Bellerophon. 43 minutes after 11, fired at 2 line-of-battle ships as we passed. Spoke the Bellerophon, who desired us to stay by him until she was able to form the line again. Soon after, her fore topmast went overboard. 2 of the enemy's ships firing at the Marlborough. Saw that the Queen had lost her main mast, and the Royal George her fore mast, the Defence and Marlborough totally dismasted. 10 of the enemy's ships totally dismasted; the rest of the French fleet running away from us.

P.M.—Fresh breezes and cloudy. Wore ship $\frac{1}{2}$ past 1 and spoke the Queen Charlotte, made sail to take possession of an enemy's line-of-battle ship. At 6, hove to per signal to take a line-of-battle ship in tow. Wore and stood to join the fleet. We sent and took out 140 of the prisoners, and sent a lieutenant and a party of men on board the prize to guard the prisoners who were all drunk. $\frac{1}{2}$ past 11, bore up for the fleet.

NOTE.—We only bore up to get a clear berth and then brought to, as also did the fleet.

Monday, June 2nd.

During the night a prize of 80 guns sunk ; 6 prizes in company. Punished Francis Cooper with 12 lashes for disobedience of orders, and James Martin, seaman, with do. for insolence and contempt. Cast off the prize. At 10, the Alfred took her in tow.

LATONA

[As a rule only the master's log of each ship, or, when the master's log cannot be found, some other official journal, has been included in this volume. Mr. Trail's journal, however, contains so many interesting details which have been omitted from the log that it has been inserted in addition to the more official account.]

Journal.—DONALD TRAIL, Master.—Official No. 2322.

May 28th.

P.M.—Fore part fresh gales. Down fore and mizen topgallant yards and struck the masts. Part of the enemy's fleet tacked to the eastward. At 1, the remaining ships of the enemy tacked and stood after the former. At 2, the signal was made for the weathermost ships to attack the enemy's rear so as to bring on a general action. At $\frac{1}{4}$ past 3, tacked after the enemy. The Russell fired on the rear of them in passing. At 5, the Admiral made the signal for the 2nd time No. 29, to attack and harass the enemy's rear. At this time they had brought [to] in a line ahead. At $\frac{1}{4}$ past 6, the Bellerophon began the attack on the enemy's rear at a great distance. At 10 minutes past 7, the Russell fired on the enemy's rear ship, and soon after the Thunderer, Marlborough and Gibraltar ; but none of their shot reached half way, though it was in their option to have gone alongside of any of the three sternmost of the French line. 40 minutes past 7, we

fired our broadside into the stern of the rear ship of the enemy, at which time the *Leviathan* was closely engaged with her. At 8, the *Audacious* came up close on the lee beam of this rear ship of the enemy who had hitherto sustained little or no damage, and engaged most gallantly till she struck about 10 past 9. By this time, the French fleet was ahead and to windward of ours and had totally abandoned this ship. Our fleet chased the enemy during the night, leaving the *Audacious* with her captured antagonist.

May 29th.

A.M.—During the night dark and cloudy weather. At daybreak saw the French to windward, standing to the eastward on the starboard tack. At 40 minutes past 6, tacked per signal. $\frac{3}{4}$ past 8, the *Cæsar's* signal to make more sail for the 2nd time. Soon after, observed her to unbend her main topsail. At 10, the van of the enemy began to engage about the 5th ship from our van. At 11, the Admiral made the signal for the headmost ships to tack first. The *Cæsar* made the signal of inability to comply. She was the van ship. Upon which the Admiral annulled it. From this till noon the two vans were closely engaged, of our ships the *Queen*, *Royal George*, *Orion* and *Leviathan* sustained the greatest attack. At noon, moderate breezes, both fleets in a line ahead, the enemy to windward wearing in succession, and engaging as soon as their shot could reach our ships.

P.M.—Twenty minutes past twelve, the Admiral again made the signal for the headmost ships to tack, and cut through the enemy's line; and soon after, the *Cæsar* made the signal of inability, wore and run to leeward of our line. The *Queen* next to the *Cæsar* wore, hauled under the stern of her

second, and fetched close under the lee of the enemy's line. She was followed and well supported by all the ships of our van, who kept up an incessant fire on the enemy. At 2, the Charlotte, supported by the Bellerophon, cut through the enemy's line. By this manœuvre of tacking, the centre and rear of the enemy was brought in to close action, and some of them totally disabled, but their van wore and prevented them being totally cut off. By 4 the firing ceased on both sides, and both fleets hauled by the wind on the larboard tack during the night.

May 31st.

P.M.—At 1, hove to. $\frac{1}{2}$ past, made sail per signal. The enemy in sight to leeward in a line ahead. Our fleet edging down on them, arranged per signal for a general action. At 6, moderate breezes and clear weather; $\frac{1}{2}$ past, our signal to pass within hail of the Admiral, bore up and made sail. $\frac{1}{2}$ past 7, spoke him and received orders to run down a mile to leeward of the Queen Charlotte, to keep that station during the night, being between our fleet and that of the enemy, and to report their movements by signal to the Admiral. Bore up and took our station accordingly, at which time both fleets were hauled by the wind on the larboard tack to wait the approach of next day. Fresh breezes and cloudy during the night. At 12, the Admiral S by E one mile and a half, the enemy on our lee beam.

June 1st.

A.M.—Made and shortened sail occasionally during the night. At 4, fresh breezes and hazy. Made the signal for seeing the French fleet to leeward, upon which the Admiral bore up, arranging his fleet by various signals. At 5, hove to per

signal. $\frac{1}{2}$ past, bore up. At 7, hove to to form in order of battle. $\frac{1}{2}$ past 8, bore up per signal. During all these movements on our part, the enemy lay in a line ahead to leeward to receive us, and as soon as our ships came within reach of their shot they attacked them with a very heavy fire, which our ships bore with great firmness, but did not return a shot till they were for the most part close on board their antagonists. At $\frac{1}{2}$ past 9, the action became general, at which time the Admiral broke the enemy's line, after which no regular line was preserved on either side. The ships for the most part engaged close, but the *Cæsar* in the van did not, though her signal for close action was out for a length of time. At $\frac{1}{2}$ past 11, the French having 9 sail totally dismasted, the rest gave way and bore up. At 40 minutes after 11, the firing was nearly over, and the *Bellerophon* made the *Latona's* signal for immediate assistance; in going to her received the fire of two of the enemy's ships, which we returned. Spoke the *Bellerophon*; Capt. Hope desired we would stay by him to tow him in or out of the line as might be necessary, as his ship was very much disabled. At noon, the enemy flying, leaving 9 sail dismasted at our mercy.

P.M.—Moderate weather. $\frac{1}{2}$ past 1, wore ship. Soon after spoke the Admiral. Received order to go and take possession of a French dismasted ship. At 5, spoke the *Royal Sovereign*, and soon after the *Russell*, each of which had taken possession of the nearest crippled ships of the enemy. We therefore made sail to the *Juste*, one of the enemy's 80-gun ships, and took her in tow. At this time, our fleet had taken possession of seven of the enemy's line-of-battle ships, two others that was totally dismasted got away under their spritsails. At 10, finding the Frenchmen drunk and riotous on board

the *Juste*, threatening to blow her up, we out boats and took 150 men out of her, and at 11 made the signal for boats manned and armed to our assistance, but none came.

June 2nd.

A.M.—At 8, the *Alfred* took the *Juste* in tow. None of the enemy in sight, except 6 prizes.

NIGER

Log.—LEWIS JOHN, Master.—Official No. 2818.

Wednesday, May 28th.

P.M.—Fresh breezes and cloudy. The French fleet tacked and stood to the SE. The *Russell* firing at the rear. Fresh gales. Fleet in chase of the enemy. Do. weather. Fleet in chase, the headmost ships firing. *Queen Charlotte* made the *Marlborough's* signal to attack the enemy's rear. Do. weather. *Audacious* engaged with the sternmost French ship. At 9, the ship engaged with the *Audacious* lost her mizen mast. $\frac{1}{2}$ past 11, spoke the *Charlotte* and informed the Admiral that the sternmost ship of the enemy had lost her mizen mast and topsail yards. Received orders to keep between the enemy's fleet and the Admiral. Fresh gales and clear. French fleet to windward 3 or 4 miles.

Thursday, May 29th.

A.M.—Fresh breezes and cloudy. Fleet in line of battle. At 8, the van of the enemy commenced firing. 15 minutes past 8, our van began to fire. 45 minutes past 10, the enemy firing at the *Charlotte*. 54 minutes past 11, a French three-deck ship lost her fore topmast. Do. weather. Fleet in line of battle. Enemy's van and centre firing at our van.

P.M.—Fresh breezes and cloudy. Van of the British fleet engaged with the van and centre of the enemy. 35 minutes past 1, our van tacking and wearing. 52 minutes past 1, the Charlotte tacked. 55 minutes past 1, Lord Howe repeated 34. 24 minutes past 2, the Charlotte began to fire and went through the enemy's line, raked one of the enemy's ships in going through and shot her topmasts away. The Bellerophon followed the Charlotte through the line. $\frac{1}{2}$ past 2, Lord Howe tacked. $\frac{1}{4}$ past 3, carried away our fore topsail yard, got another up, and set the sail with 3 reefs in. At 4, do. weather. 4 of the enemy's ships disabled. The French fleet bore up, attacked the British fleet in a column and got off their disabled ships. The enemy lost the weather gage. Do. weather. British fleet refitting. French fleet to leeward. Do. weather. The French fleet in sight to leeward.

Friday, May 30th.

A.M.—Do. weather and foggy. Very foggy. At 9, clear. Saw the French fleet in the NW. At 10, spoke the Invincible, who desired us inform the Admiral his fore mast, fore and main yards and mizen topmast were badly wounded, that he had stopped his leaks, but was in every other respect fit to go into action. Bore up and spoke the Charlotte. At 11, the French fleet lying to leeward. The Queen Charlotte leading down the British line on the enemy, but coming over a thick fog lost sight of them. Came to the wind on the larboard tack. Fresh breezes and foggy.

Saturday, May 31st.

P.M.—Light breezes and hazy. At 1, Bellerophon made signal for the enemy's fleet to leeward.

Out 3rd reef topsails. Hauled to the wind. Russell made signal for being ready to make sail. Moderate and clear. French fleet NNW 3 leagues. At 5, Lord Howe made signal for the van to prepare to engage the van or weather division of the enemy ; 8 minutes after, for the centre to prepare to attack the enemy's centre ; 25 minutes past 5, for the rear to prepare to attack the enemy's rear. Fresh breezes. $\frac{1}{2}$ past 6, Lord Howe made the frigates signals to come within hail and desired them inform the ships in the line his intentions for fighting the enemy in the morning. At 7, hauled to the wind. Do. weather. French fleet from NW to NNE 3 or 4 miles distant. Fresh breezes and cloudy. French fleet to leeward.

Sunday, June 1st.

A.M.—Do. weather. French fleet out of sight. $\frac{1}{2}$ past, [4] bore up and steered NW. 25 of the line, 7 frigates, a hospital ship, a fire-ship, and a cutter in company. Bellerophon made signal for the enemy's fleet to leeward. $\frac{1}{4}$ past 7, Lord Howe made the signal to engage. 50 minutes past 7, Admiral Graves made a signal to interchange places in the line. At 8, do. weather. French fleet to leeward $3\frac{1}{2}$ miles. 28 minutes past 8, Lord Howe made signal 36 with the preparative. 37 minutes past 8, preparative was hauled down, and a gun fired. 42 minutes past 8, the signal for engaging was hauled down ; immediately Lord Howe bore down on the enemy, as did the van, steering for the intervals of the enemy, to prevent being raked. 24 minutes past 9, the enemy commenced firing. 27 minutes past 9, the Royal Sovereign began to fire. Lord Howe made a signal to engage closer. 47 minutes past 9, the Marlborough went through the French line. 50 minutes past 9, the Queen Charlotte began

to fire and engaged the French Admiral. 5 minutes after, the French Admiral bore up, Lord Howe alongside her, but losing his fore and main topmasts, the Montagne got off to leeward. 5 minutes past 10, the Marlborough dismasted a French ship. 10 minutes past 10, Lord Howe and Admiral Graves made the Cæsar's signal to engage closer, which signal was flying an hour without being obeyed, although repeated by the Bellerophon, Niger, &c. 15 minutes past 10, the Marlborough and 3 of the enemy's ships totally dismasted. At the same time the Royal Sovereign shot away her opponent's, the Républicain 120, main and mizen masts, when she went off before the wind. 24 minutes past 10, the enemy's line broke and running; another of the enemy totally dismasted. 30 minutes past 10, a ship near the Royal George totally dismasted. 40 minutes past 10, the enemy's line completely broke, another of the enemy dismasted; the Queen lost her main mast, and being considerably to leeward received the fire of 12 of the enemy's ships who luffed up for the purpose, but went off after passing her. 50 minutes past 10, Lord Howe made a signal to close round him, the enemy showing a disposition to renew the battle. 14 minutes past 11, the Leviathan dismasted her opponent L'America. 39 minutes past 11, the Marlborough made a signal for immediate assistance; a French first-rate, Le Terrible, 120, came up and fired a broadside at her, the Marlborough returned the fire, and shot away her main and mizen masts, the Royal George at the same time losing her fore mast, the enemy got off. The Brunswick having gone through the French line, being much disabled and having lost her mizen mast is obliged to make sail to leeward.

At noon, the enemy defeated; the ship opposed to the Cæsar came to windward and attempted to

take L'America in tow, but was prevented by the Royal Sovereign. The Defence totally dismasted.

P.M.—1.11 Fresh breezes. Both fleets in action. The Brunswick having gone through the French line being much disabled and losing her mizen mast was obliged to make sail to leeward. The firing continued, diminishing gradually, the French fleet edging away to cover some of their lame ducks; and at 2 o'clock the firing ceased. At 3, the Gibraltar's and Thunderer's signals to stay by prizes. Moderate and fair. The Royal Sovereign fired several shot at L'Impétueux and L'America to strike. $\frac{3}{4}$ past 5, spoke the Royal Sovereign, desired us hoist out our boats and assist taking out the prisoners. Do. weather. Boat employed taking prisoners on board the Royal Sovereign. $\frac{1}{4}$ past 6, Le Vengeur (74) sunk, the quarter part of the crew perished. Do. weather. The British fleet refitting. Several ships employed taking out prisoners. Received 60 prisoners. Shook the empty beer and water casks in the fore hold to make room for them. Sent a petty officer, 30 seamen and 10 marines on board L'America, and took her in tow. Moderate and fair.

Monday, June 2nd.

A.M.—Light breezes. Answered our signal for a lieutenant. Moderate and cloudy. Cast off the prize, took the party out and sent 40 prisoners on board the Montagu. Fresh breezes, 31 sail, the Defence, Marlborough and 6 Prizes in company:—Le Juste 80, Northumberland 74, Achille 74, Sans-Pareil 80, Impétueux 74, America 74.

SOUTHAMPTON

Log.—ROBERT LAW, Master.—Official No. 2409.

Wednesday, May 28th.

P.M.—Fresh gales and squally weather. Cleared ship for action. 35 past [1], the Admiral made the signal No. 29. Sent down the mizen topgallant mast. 10 minutes before [2], the Admiral made the signal No. 7. At 2, the signal No. 35. 20 minutes past 3, the signal No. 78. $\frac{1}{2}$ past 3, tacked ship. Perceived the Russell to fire a broadside in passing the enemy's line. 40 minutes after 4, the Admiral made the signal No. 139. At 5, the Bellerophon made signal 45 private. $\frac{1}{2}$ past 5, do. ship made the signal 55 private. At 6, sprang the mizen topmast. In 3 reefs fore and main topsails and handed the mizen topsail. Carpenters employed fishing the mizen topmast. $\frac{1}{4}$ after 6, the Admiral made the signal No. 29 with the Queen's and Culloden's pennants. $\frac{1}{2}$ past 6, the Bellerophon made the signal No. 44. Fired 2 shot at the sternmost ship of the enemy in passing. The Admiral made the signal No. 29. $\frac{1}{4}$ past 7, the signal No. 30. Do. 12 and 55 with the Russell's and Marlborough's pennants. $\frac{1}{2}$ past 7, set the mizen topsail close reefed. $\frac{1}{4}$ before 8, the Admiral made the signal No. 9 with the Bellerophon's, Marlborough's and Leviathan's pennants. At 8, the headmost of the ships engaging the enemy. At 12, the Admiral's lights S by E $\frac{1}{2}$ a mile.

Thursday, May 29th.

A.M.—At 4, French fleet in sight to windward. $\frac{1}{4}$ after 4, Admiral made the signal No. 55. $\frac{1}{2}$ past 7, the signal No. 78. 10 minutes before 8, the signal No. 20. At 8, tacked ship. $\frac{1}{4}$ before 9, the

signal No. 67 with Cæsar's pennant. At 9, repeated do. The Cæsar began firing in passing the enemy's line. $\frac{1}{2}$ past 10, the van of our fleet began engaging with the van of the enemy. $\frac{1}{2}$ past 11, the Admiral made the signal No. 78.

P.M.—Fresh breezes and cloudy weather. The van division in action. 20 minutes past 12, the Admiral made the following signals, No. 73 with the annulling flag. 40 minutes after, No. 78. At 1, the Cæsar made No. 48. $\frac{1}{2}$ past 1, the van division wore and came to the wind on the starboard tack. Wore ship, the centre and rear divisions in succession as they came up, two of which broke through the rear of the enemy's line. $\frac{1}{2}$ past 2, No. 34. 40 minutes after, No. 78. At 3, made the Royal Sovereign's signal No. 78. $\frac{1}{4}$ past do., the signal No. 7. $\frac{1}{2}$ past do., the Bellerophon made the signal No. 48 private. At 4, Admiral made the signal No. 80. $\frac{1}{4}$ past do., the signal No. 55. $\frac{1}{2}$ past do., No. 87. At 5, the signal No. 55 with the Royal George's pennant. 20 minutes after, the signal No. 9 west. $\frac{1}{2}$ past 5, the signals Nos. 87 and 83. $\frac{3}{4}$ past do., signal No. 49 to the starboard and larboard divisions. At 6, signal No. 13 to annul do. $\frac{1}{4}$ past 6, No. 49 with the Cæsar's pennant. 20 minutes after, Orion made the signal No. 14 private. $\frac{1}{4}$ past 7, made the Latona's signal No. 47. At 8, the Admiral bore north $1\frac{1}{2}$ miles. The enemy's fleet considerable distance to leeward. Made and shortened sail occasionally.

Friday, May 30th.

A.M.—At 12, fresh breezes and cloudy weather. Admiral's lights N by W $1\frac{1}{2}$ miles. At 4, do. bearings and distance. $\frac{1}{4}$ before 10, the Admiral made the signal No. 9. At 10, No. 55. $\frac{1}{4}$ past do., No. 66. $\frac{1}{2}$ past do., No. 54 private. 40 minutes after

do., No. 74. At 11, No. 86 with the starboard division's flag. $\frac{1}{4}$ past 11, No. 11 private. $\frac{1}{2}$ past do., No. 83 with the preparative. $\frac{3}{4}$ past 11, No. 61 with a blue pennant at main topgallant masthead. Saw several of the French fleet to the NNW. At times thick and foggy weather. Made and shortened sail occasionally. Noon, fresh breezes and hazy weather.

Saturday, May 31st.

P.M.—Fresh breezes and hazy weather. The Admiral made the following signals, viz. $\frac{1}{2}$ past 1, No. 73, do. 18 with the preparative and compass signal SW. $\frac{3}{4}$ after 1, No. 13 with the compass signal NW by N. At 2, the signal No. 14¹ NW. Saw the body of the French fleet NNW. Made and shortened sail occasionally. Moderate breezes. At 3, tacked ship. At 12, the Admiral's lights NW by N $\frac{1}{2}$ a mile.

Sunday, June 1st.

A.M.— $\frac{1}{2}$ past 3, the Admiral made the signal No. 84. 40 minutes after do., No. 41.² $\frac{3}{4}$ after do., No. 61 with a blue pennant at main topgallant masthead. At 4, No. 81 to the larboard division of the fleet NNW. $\frac{1}{4}$ past 4, No. 86. $\frac{3}{4}$ after do., the Brunswick's signal No. 67. 50 minutes after do., No. 19. $\frac{1}{4}$ after 5, No. 40 with the second division's flag. $\frac{1}{2}$ past do., No. 39 to the centre squadron. 35 minutes after, No. 19 NW by W. 40 minutes after do., No. 41 to the rear squadron. $\frac{1}{2}$ past 6, No. 47 with the Latona's pennant; do. 47 with the Phaëton's, Southampton's and Venus's pennants. 50

¹ This is evidently a mistake for No. 19.

² Probably No. 47, which was made to the Venus at 4.5, is meant.

minutes after 6, No. 31 north. 55 minutes after, No. 139. At 7, No. 83. 5 minutes after, No. 68. $\frac{1}{4}$ after, No. 18 NW. 20 minutes after, No. 61 to the van squadron with a white pennant at main topgallant masthead. 25 past do., No. 84. $\frac{1}{2}$ past do., No. 49. 40 minutes' past do., No. 34. The enemy's fleet in sight drawing up in a line of battle to leeward. $\frac{1}{4}$ past 8, No. 61 to the rear squadron; $\frac{1}{2}$ past do., No. 73. 40 minutes after, No. 36. $\frac{1}{4}$ past 9, No. 67 with the Culloden's, Gibraltar's and Brunswick's pennants. $\frac{1}{2}$ past 9, the action commencing with the van of our fleet. At 10, No. 5 with a red pennant, $\frac{1}{4}$ past 10, No. 67. The action commenced in general. $\frac{3}{4}$ after 10, No. 67. 10 minutes past 11, the Tremendous made the signal No. 48 private. $\frac{1}{2}$ past do., No. 102. 35 minutes after, No. 47 with the Culloden's, Phaëton's and Latona's pennants. 45 minutes past, No. 10, the Marlborough made a private signal to the Admiral. 50 minutes do., No. 55 with the Gibraltar's pennant. 55 minutes past do., No. 47 with the Phaëton's and Venus' pennants. Saw several of the enemy's ships dismasted, also the Marlborough and Defence. At noon, the firing ceased in the van and centre. Some of the rear ships still in action. The Queen Charlotte and several other of our ships broke through the enemy's line and drove off all the ships that had their masts standing. They left 11 totally dismasted. Some others with only one mast standing. Moderate breezes and clear weather.

P.M.—Moderate breezes and clear. Enemy drawing up their ships in a line of battle to leeward. The Admiral made the following signals, viz., 10 minutes past 12, No. 84, 20 minutes past do., No. 55 with a blue pennant at the main topgallant masthead. $\frac{1}{2}$ past do., No. 102. 40 minutes past do., the frigate signal No. 47. Bore down to the fleet. At

1, No. 10. 5 minutes past, No. 81. At 3, our signal No. 47. Spoke the Admiral, who directed us to acquaint the ships astern of him to wear as soon as possible. Spoke the different ships and delivered the order. 10 minutes past 3, the Admiral made the Gibraltar's signal No. 64 ENE. $\frac{1}{4}$ past do., the Thunderer's signal No. 64 ENE. $\frac{1}{2}$ past 3, No. 73, do. 68. Spoke the Admiral, who directed us to tow the Royal George round on the starboard tack. Out launch and jolly-boats, carried a hawser on board and towed her round into the fleet. 40 minutes after 3, No. 9 SE. At 4, No. 60. 10 minutes past 6, No. 47. $\frac{3}{4}$ past do., No. 15. Same time the captain went on board of the Admiral. At 7, returned. In boats. At 8, fresh breezes. Made and shortened sail occasionally. Cut 30 fathoms off the stream cable by the captain's order, as the Royal George was in danger of getting foul of us.

Monday, June 2nd.

A.M.—At 12 do. weather. Admiral's lights NE $1\frac{1}{2}$ miles. At 4, moderate breezes and clear. $\frac{1}{4}$ past do., the Royal George made our signals for a boat. Sent the cutter with a petty officer. $\frac{3}{4}$ past 8, the Admiral made the signal No. 101. At 9, the signal for all cruizers. Sent on board the Royal George 1 main topmast, 1 main topsail and topsail yard and main topgallant mast and topgallant yard with main topmast cap and crosstrees. Noon, moderate breezes and clear.

VENUS

Log.—W. BANKS, Master.—Official No. 30971.

Wednesday, May 28th.

P.M.—Fresh breezes and squally. At 2, set the jib and spanker. The enemy wearing. At 3, the

Russell tried several shot [at the] rear of the enemy who were now on the starboard tack. $\frac{1}{2}$ past 3, tacked. At 4, the sternmost ship of the enemy SE by E 5 miles. At 6, up courses and close reefed the topsails. Fresh gales and rain. Rear of the enemy east about 4 miles. Split the spanker, unbent it, and bent the mizen. At 8, the advanced ships of our fleet exchanging shots with the enemy's rear. One of our ships closely engaged with their sternmost ship. At $\frac{1}{2}$ past, a smart cannonading from several of our van and the rear of the enemy. $\frac{1}{4}$ before 9, observed the mizen mast of the enemy's rear ship to go by the board, still closely engaged. At 9, she was silent and dropped out of the line. $\frac{1}{2}$ past, the cannonading on both sides ceased. At 10, filled and made sail. At 11, strong gales and hazy. Rear of our fleet E by S 4 or 5 miles.

May 29th.

A.M.— $\frac{1}{2}$ past 3, shortened sail. At daylight saw the enemy's line to windward. At 4, do. weather. Made and shortened sail occasionally. $\frac{1}{2}$ past 8, wore per signal. At 9, the rear of the enemy tacked. $\frac{1}{2}$ past, the whole of their fleet had tacked and the rear became the van. At 19 minutes past 10, the van ship of the French line tried several shot with the Royal George. At 45 minutes past 10, the action commenced with the Royal George and the enemy's van. At 11, the Invincible, Orion, Majestic, and Leviathan were engaged. $\frac{1}{2}$ past, the Cæsar, Queen and Russell being ahead and to leeward of the enemy's van, the Admiral made the signal for the headmost and weathermost ships to tack. At 40 minutes past, to annul such signal. At 45 minutes past, the Leviathan being hove to engage [engaging], he made her signal to make sail after lying by. At noon, fresh breezes and

clear, a heavy cannonading between the van ships of each fleet. No observation, the horizon being obscured in smoke.

P.M.—Fresh breezes and hazy. Wore; out 4th reef topsails. At 2, wore. $\frac{1}{2}$ past, out 3rd reefs. Our headmost ships running down along the enemy's lee from van to rear. At 3, observed two of the enemy to be much disabled. At 20 minutes past 3, the Bellerophon made the signal of inability to comply with the Admiral's signal to chase. Our fleet had now by passing the line of the enemy obtained the weather gage. Observed H.M. ships Royal George, Queen and Invincible to fall to leeward being much disabled. At about $\frac{1}{4}$ before 4, the enemy wore, and at 55 minutes past 3, the Admiral made signal for the fleet to come to the wind in succession on the starboard tack. At this time a smart cannonading between some of our van ships and those of the enemy. At 15 minutes past 4, the Admiral made the signal to form the line ahead and astern of him as convenient. 25 minutes past 4, bore up to the Queen per signal and remained near her while refitting. At 50 minutes past 5, the Admiral made the signal for all stragglers to close. The cannonading had now ceased on both sides, and the enemy's fleet was now ahead of ours and to leeward. $\frac{1}{2}$ past 7, the rear of the enemy NW 10 miles, and the rear of our fleet WNW 6 miles. Still within hail of the Queen.

May 30th.

A.M.—Strong breezes and hazy. Fresh gales and heavy rain. Several of our fleet in sight to leeward. Thick fog. $\frac{1}{2}$ past [8?], Rear-Admiral Gardner hailed us and said he had no further occasion for our attendance. At 9, the enemy's

fleet NW by W. $\frac{1}{4}$ past 10, bore up to speak the Admiral per signal. At 11, spoke him and hauled our wind. Fresh breezes and foggy. Tacked to fetch H.M. ship *Invincible*.

May 31st.

P.M.—Moderate and hazy. Out 3rd reef topsails. $\frac{1}{4}$ past 3, set the mainsail. At 6, moderate and cloudy. Our fleet bearing down to the enemy. Number of their ships appears to be 33. At 40 minutes past 6, out all reefs and made sail towards the Admiral per signal. At 8, spoke the Admiral and made sail for the *Leviathan*. 55 minutes past 10, spoke her; in topgallant sails and wore. Made and shortened sail occasionally to keep on the Admiral's weather quarter.

June 1st.

A.M.—At 2, fresh breezes and cloudy, reefed the topsails. 15 minutes past 4, spoke the Admiral per signal. *Latona* made signal for the enemy's fleet 33 sail. $\frac{1}{2}$ past 7, hauled the wind and hove to per signal. 35 minutes past 7, the Admiral made the signal of his intention of passing through the enemy's line and engaging them to leeward. 25 minutes past 8, to make sail after lying by. 30 minutes past 8, for each ship independently to steer for his opponent in the enemy's line, with the preparative signal, which he hauled down at 45 minutes past 8, and the fleet bore up accordingly. The enemy were still lying to in a line ahead, and as our ships bore down they commenced fire from their centre at 5 minutes past 9. At 30 minutes past 9, our centre were engaged and in a few minutes after there was a general cannonading from our van to the headmost of the rear, the sternmost ships

not being up. At 45 minutes past 9, observed the Queen Charlotte passing the enemy's line and hauling close up under the lee quarter of a ship we supposed to be the Montagne, soon after which the enemy's ship quitted the line and bore up before the wind. At 18 minutes past 10, observed the main and mizen masts of one of the enemy's ships to go by the board, and soon after her fore mast. 20 minutes past 10, the Admiral made the signal for general chase. The dismasted ships of the enemy now lay like a navy in ordinary, among which lay two of our own, one which we supposed to be the Brunswick being amid the group of the dismasted enemy. Two of their largest ships had nothing but their fore masts standing. 55 minutes past 10, the Admiral made the *Cæsar's* signal to engage the enemy *closer*.¹ At 13 minutes past 11, for the Thunderer, Latona, Phaëton, and Venus to speak him. About this time one of the dismasted enemy which we took to be a three-decked ship sunk in action. Bore up and made sail. In standing towards the Admiral one of the disabled ships of the enemy fired at us and the Phaëton, although the Phaëton had passed, and we were passing, under her stern without intention to fire into her. Fired several broadsides in return to her fire. A French 80-gun ship in apparent perfect state ranging to the eastward to windward of both lines. The Queen far to leeward, her main mast gone, and one of our ships without a mizen mast to leeward of her. Queen Charlotte, Royal George, Bellerophon, Glory, Russell, Orion, and others much disabled.

P.M.—Moderate and clear. 10 minutes past noon, the enemy's fleet wore with apparent intention to cut off the Queen and the other disabled ship to leeward. 50 minutes past, spoke the Admiral,

¹ Underlined in the log.

wore, and hove to. At 20 minutes past 1, the Admiral made signal to veer and come to the wind in succession on the starboard tack. 35 minutes past 1, to haul the wind together. 45 minutes past 1, filled and made sail along the rear of the fleet, desiring each ship as we passed them to form close ahead or astern of the Admiral as convenient. The enemy's fleet had now passed the Queen, having kept up but an indifferent fire in passing, while she kept up a very brisk cannonading at them till past ; and we hope for the safety of the leewardmost ship (which we observe to have bore up before the wind) from the number of very disabled ships the enemy have in tow. At 3, all firing ceased, and at 9 minutes past, the Admiral made the Gibraltar's signal to stay by prizes. At 15 minutes past 4, general signal for do. At $\frac{1}{2}$ past, one of the enemy's ships which had been taken possession of, went down. There now remained six of the enemy's ships in our possession. At 7, the Admiral's boat came on board, and desired us to go down to the assistance of the Ramillies. 35 minutes past, spoke her and hove to. Captain Brown went on board her. $\frac{1}{4}$ before 8, he returned. Filled and made sail. $\frac{1}{4}$ before 9, wore. At 10, wore and hove to, to keep near L'Achille, one of the prizes taken possession of by the Ramillies.

June 2nd.

A.M.— $\frac{1}{2}$ past 12, filled and tacked. $\frac{1}{2}$ past 2, wore and hove to. At 5, spoke the Ramillies, and at 6, spoke the prize. At 8, made sail towards the Admiral. $\frac{1}{2}$ past, spoke him, and hove to. Captain Brown went on board the Queen Charlotte. At 9, he returned. Wore and made sail for the Majestic. At 10, up mainsail and tacked ; and $\frac{1}{2}$ past, spoke the Majestic and desired Captain Cotton to tow the

prize down to leeward of the Admiral. Captain Brown went on board the Admiral at 11, when we hove to [to] windward of his ship. $\frac{1}{2}$ past, he returned. Steering with the main topsail aback down to a prize in tow of the Gibraltar. Moderate and hazy. We have now learnt that the dismasted vessels of our own fleet are the Defence and Marlborough, and the ship so far to leeward after the action, without a mizen mast, the Brunswick. No observation.

SIGNALS.

Wednesday, May 28th, 1794.

Time	By what Ship	No.	Significations
P.M. 1.40	Queen Charlotte	29	Particular ships to harass the enemy's rear, or such of them as they may be of com- petent force to engage.
1.55	—	35	Ships to take suitable stations for mutual support, &c.
2. 4.	— Russell	7 36 & 26 to express No.	General chase. Enemy's ships of the line 26 in No.
6.30	Queen Charlotte	29	Particular ships to harass the enemy's rear or such of their ships as they may be of competent force to engage for the purpose of bringing on a general action.
7.15	—	30	To keep sight of the enemy and make their motions known to the Admiral.
7.25	—	12	Marlborough to assist ships going into action.

SIGNALS—*continued.*

Time	By what Ship	No.	Significations
P.M.			
7.35	—	55	To form in a line ahead and astern of the Admiral as most convenient.
7.40	—	9	To recall ships from chase.
<i>May 29th.</i>			
A.M.			
4.	—	55	To form in a line ahead or astern of the Admiral as most convenient.
7.	—	78	To tack, headmost and weathermost ships first.
7.30	—	34	To pass through the enemy's line and engage them to windward or otherwise as circumstances may require.
7.35	—	28	Ships of the fleet are at liberty to fire on the enemy in passing. Though not proposed to bring on a general action immediately.

8.20	—	67 and Pennant alternate red and white	Particular ships to make more sail in line of battle or form of sailing.
8.30	—	67	Cæsar to make more sail.
11.25	—	61	Royal Sovereign to keep in closer order of battle.
11.30	—	78	To tack, headmost and weathermost ships first.
11.40	—	Annul	Repeating the preceding signal.
11.45	—	73	Leviathan to make sail after lying by.
P.M.			
12.27	Queen Charlotte	78	To tack, headmost and weathermost ships first.
1.5	Cæsar	48	Inability to comply with above signal.
1.12	Queen Charlotte		Affirmative to the Cæsar's signal.
1.25	—	34	To pass through the enemy's line and engage them to windward, or not being able to effect this intention, to act as circumstances may require.
2.25	—	Do. repeated	

SIGNALS—*continued.*

Time	By what Ship	No.	Significations
P.M. 2.40	—	35	Ships to take suitable situations for mutual support and engage the enemy as they come up in succession.
3.15	—	7	General chase.
3.20	Bellerophon	48	Inability to chase.
3.25	Queen Charlotte	102	Ships of the fleet to close and join the Admiral.
3.15	—	80	To come to the wind in succession on the starboard tack.
4.15	—	55	To form ahead and astern of the Admiral as most convenient without regard to order of battle or established form.
4.25	Queen	130	Venus to repair to her assistance.
4.30	Queen Charlotte	87	Ships to windward to keep in the Admiral's wake.
4.45	—	55	To form ahead and astern, &c., as at 4.15.
5.	—	55	Leviathan to form ahead or astern of the Admiral as convenient.

5.25	—	83	To come to the wind in succession on the larboard tack.
5.40	—	49	Larboard division to form in order of battle on the larboard line of bearing, steering after the leading ship.
5.50	—	9	Ships to leave off chase.
6.5	—	49	Fleet to form on the larboard line of bearing.
7.5	Invincible	11 & 22	Fit for action, but unable to keep company.

May 30th.

A.M.	Queen Charlotte	33 private	Discovering a strange fleet.
9.10	—	55	To form ahead and astern of the Admiral as convenient.
9.25	—	83	To come to the wind in succession on the larboard tack.
9.30	—	4	Orion to keep her station in the line.
9.35	—	68	Ships in the rear to make more sail.
9.45	—	54	Invincible to quit the line, or her station in the order of sailing.
9.53	—		

SIGNALS—continued.

Time	By what Ship	No.	Significations
A.M.			
10.10	—	47	Venus to come within hail.
10.25	—	74	To form the order of sailing in two divisions.
10.35	—	86	Starboard division to keep in the Admiral's wake.
10.45	—	11 private	To know if the fleet are in condition to renew the action.
10.55	Cæsar	48	Said ship unable to renew the action.
11.	Queen Charlotte	83	To come to the wind in succession on the larboard tack.
11.20	—	61 and blue pennant main topmast head	Frigates to keep in closer order of sailing.
11.50	Russell	58	Having sprung a lower mast.
<i>June 1st.</i>			
A.M.			
4.5	Queen Charlotte	47	Venus to come within hail.
4.10	—	61	Centre division to keep in closer order of sailing.

4.13	Latona		The enemy's fleet 33 sail.
4.15	Queen Charlotte		Affirmative answer to the preceding.
4.18	—	61	Van division to observe closer order of sailing.
5.	—	18 and preparative, compass NW and 1 gun 18 do. North and 1 gun 61 and white pennant 84 and preparative 49	To alter the course to that expressed by signal.
6.32	—		Do.
6.45	—		
7.15	—		To prepare to come to the wind together on the larboard tack.
7.25	—		To form in order of battle on the larboard line of bearing.
7.35	—	34	Intending to pass through the enemy's line and engage them to leeward or as circumstances may require.
8.5	—	61 and white pennant 73	
8.25	—		To make sail after lying by, leading ship first.

SIGNALS—*continued.*

Time	By what Ship	No.	Significations
A.M.			
8.30	—	36 and preparative	To prepare each ship to engage her opponent in the enemy's line.
8.45	—	1 gun, hauled down preparative	Preceding signal to be put into immediate execution.
8.55	—	68	Marlborough and Caesar to make more sail.
9.12	—	67	Brunswick, Gibraltar and Culloden to make more sail.
9.32	—	5, red pennant over	To engage the enemy closer.
9.40	—	67	To make more sail.
10.	—	Do.	Gibraltar and Culloden to make more sail.
10.20	—	7	General chase.
10.55	—	5	Cæsar to engage the enemy closer.
11.	Tremendous	48 private	Inability to comply with the Admiral's signal.
11.2	Queen Charlotte	84	Thunderer to come to the wind on the larboard tack.

11.5	—	102	The fleet to close the Admiral.
11.13	—	47	Thunderer, Latona, Phaëton, and Venus to come within hail.
11.25	—	55	Fleet to form in line of battle ahead and astern of the Admiral as most convenient.
11.45	Queen	11 private	Said ship in a condition to renew the action.
11.48	Queen Charlotte	80	Orion to come to the wind on the starboard tack.
P.M.			
12.35	Defence	61 private	Said ship in want of assistance.
1.20	Queen Charlotte	80	To come to the wind on the starboard tack in succession.
1.35	—	81	To come to the wind together on the starboard tack.
2.55	—	73	To make sail after lying by.
3.9	—	64 ENE	Gibraltar to stay by prizes in expressed bearing.
3.33	—	86	To keep in the Admiral's wake.
3.45	—	9 East	To call in ships from the bearing denoted.
4.15	—	64	General signal to stay by prizes.
4.17	—	30 private	Are the sternmost of the prizes secured?

SIGNALS—*continued.*

Time	By what Ship	No.	Significations
P.M. 4.50 6.	— —	64 S by E 171 48 private	To stay by prizes in said bearing. To know if the Cæsar was in condition to take the ship in tow pointed out by signal.
7.10	Queen Charlotte	15	To bring to in succession sternmost ships first.
<i>June 2nd.</i>			
A.M. 8.50 8.55	— Royal Sovereign	101 47	Fleet to close round the Admiral. Montagu, to come within hail.
9.4 9.30 9.47 10.45	— — — Queen Charlotte	do. 15	Repeated do. Montagu for a Lieutenant. Repeated do. To bring to in succession sternmost ships first.

AQUILON

Log.—EDWARD KIRBY, Master.—Official No. 3083.

Wednesday, May 28th.

P.M.—Fresh breezes and cloudy. 2. Queen Charlotte made the signal for a general chase. At—out 3rd reef of the topsails. 4. The French fleet SE by E standing to the eastward. $\frac{1}{2}$ past 7, the van of the English fleet attacked the enemy's rear. 9. The firing ceased.

May 29th.

A.M.—Made and shortened sail occasionally to keep company with the fleet. The Audacious parted from the fleet. French fleet in sight standing to the eastward. Tacked per signal to the westward. 8. French fleet tacked to the westward. 10. The action commenced between the van divisions of the two fleets.

P.M.—Fresh breezes and cloudy. 40 minutes past 12, the Cæsar bore down to leeward out of the line to repair her damages. 1. The fleet tacked in succession per signal. 3. The fleet tacked to the westward, the Queen, Royal George and Invincible lay by to leeward to repair their damages. $\frac{1}{2}$ past 5, ceased firing on both sides. Bent a new main topsail, the other being split. Took our station by the Royal Sovereign to windward of the fleet. Thick foggy weather.

May 30th.

A.M.—Saw the enemy's fleet NW. Sent two spare anchor stocks on board the Invincible to fish her main yard, having also lost her main topmast and sprung her mizen¹ mast in the action.

¹ This should be 'main mast.' See Invincible's log.

At noon made sail to the westward. Thick and foggy weather. The enemy not in sight.

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May 31st.

P.M.—Light breezes and hazy. $\frac{1}{2}$ past 1, made the signal for a fleet NNW, which proved to be the French fleet. Made and shortened said occasionally. The French fleet in sight to leeward.

June 1st.

A.M.—Saw the French fleet. The signal was made to prepare for battle. $\frac{1}{2}$ past 7, all the fleet bore up per signal and ran down towards the enemy. Formed in three divisions, with the signal to bring them to close action. 11 minutes past 9, the enemy began firing in the centre. $\frac{1}{2}$ past 9, a general action commenced between the two lines. 40 minutes past 11, the fire began to slacken on both sides. Bore down to the assistance of the Marlborough, she being totally dismasted.

P.M.—Light breezes and cloudy. $\frac{1}{2}$ past 1, got the Marlborough in tow. At 58 minutes past 1, the firing ceased on both sides. After the smoke cleared away found 9 French ships totally dismasted, and two three-decked ships with their main masts and mizen masts gone, some others with their topmasts and yards shot away, the rest very much shattered in their sails and rigging. They made off to the eastward, taking in tow with them two of their dismasted ships and two three-decked ships with only their fore masts standing. The English fleet, being so very much shattered in their masts and rigging, were not in a condition to follow them, having two ships totally dismasted, the Defence and Marlborough. The Royal George lost her fore

mast [and] main and mizen topmasts; the Queen her main mast; Queen Charlotte her fore and main topmasts; the Glory her fore yard and fore topmast; and several other ships with their yards and topmasts gone. Took possession of two 80-gun ships and four 74-gun ships. The different ships of the fleet took them in tow.

June 2nd.

A.M.—All the boats employed shifting the prisoners. The Tremendous took the Marlborough in tow.

II

BATTLE OF ST. VINCENT

FEBRUARY 14, 1797

ST. VINCENT—1797

INTRODUCTORY

THE story of the battle of St. Vincent is very clearly and simply told in the following logs. Strange to say none are missing, and each ship tells her own tale.

The distinctive feature of the action was the utter incapacity shown by the Spanish fleet. Sir John Jervis no doubt confidently reckoned on this, or he would have hesitated to attack a fleet so superior in number to his own. The enemy were first seen to windward, 'endeavouring to close with each other' according to the *Prince George*, or 'endeavouring to form line' according to the *Blenheim*. They never succeeded in doing either the one or the other, and were separated when the British fleet engaged them. This characteristic want of seamanship and failure to act with promptness and decision was shown throughout the action. Their attempt to bring together the severed portions of their fleet was frustrated by Nelson's instantaneous appreciation of their intention. With him to see was to act. His masterly manœuvre is well described in the log of the Captain. The account of the incident given in the *Prince George's* log would lead to the belief that Nelson merely acted in obedience to a signal to form the line as convenient. Comparison with the other logs completely dispels this view of the case. It is clear that no such signal was made at this time, and that the signal to take stations

for mutual support was hoisted after the Captain had wore. His glorious disobedience seems to be satisfactorily proved. On the other hand the evidence of the logs of other ships contradicts his statement that the Culloden and Captain remained for any considerable time without support. At the close of the day four sail of the line were left in our hands. The Spanish Commander-in-Chief had also hauled down his colours after a gallant resistance, but his ship was not secured. As night came on the ships which engaged him in succession drew off to form line in obedience to the signal made from the Victory. It is probable that Sir John Jervis was not aware of the surrender of the Santísima Trinidad, or he would have ordered one of his ships to take possession of her. The Captain was entangled with her two prizes, or Nelson would, in his independent fashion, have secured her himself.

The contempt displayed by the frigates and small craft for the enemy is noteworthy. When frigates and sloops took part in a general engagement, it was at the risk of being knocked to pieces by a broadside from any line-of-battle ship they dared to annoy by their fire. Here we find the *Bonne Citoyenne*, a sloop of war, firing a broadside at a Spanish liner, apparently with absolute impunity.

If the battle of St. Vincent was discreditable to the Spaniards, what is to be said of their conduct on the following day? They still had twenty-three sail of the line against fifteen English. At least ten of their ships were fresh, not having been seriously engaged on the previous day. When their fleet was sighted in the morning, the *Raven* counted twenty sail in the line, and therefore, presumably, in a fit condition to renew the action, though two of them had lost a topmast. They were to windward

of the British fleet, and it was in their power to bring on an engagement. They did nothing, and allowed the British to carry off their four prizes to Lagos Bay without making an attempt to interfere.

LIST OF SHIPS IN SIR JOHN JERVIS' FLEET.

Victory, 100 guns . . .	Admiral Sir John Jervis, K.B. ; First Captain Robert Calder ; Second Captain George Grey.
Britannia, 100 guns . . .	Vice-Admiral Charles Thompson ; Captain T. Foley.
Barfleur, 98 guns . . .	Vice-Admiral Hon. W. Waldegrave ; Captain James Richard Dacres.
Prince George, 98 guns .	Rear-Admiral William Parker ; Cap- tain John Irvin.
Blenheim, 90 guns . . .	Captain Thomas Lenox Frederick.
Namur, 90 guns	Captain J. H. Whitshed.
Captain, 74 guns	Commodore Nelson ; Captain Ralph W. Miller.
Goliath, 74 guns	Captain Sir C. H. Knowles.
Excellent, 74 guns . . .	Captain Cuthbert Collingwood.
Orion, 74 guns	Captain Sir James Saumarez.
Colossus, 74 guns . . .	Captain George Murray.
Egmont, 74 guns	Captain John Sutton.
Culloden, 74 guns . . .	Captain Thomas Troubridge.
Irresistible, 74 guns . .	Captain George Martin.
Diadem, 64 guns	Captain G. H. Towry.

FRIGATES.

Minerve, 38 guns	Captain George Cockburn.
Lively, 32 guns	Captain Lord Garlies.
Niger, 32 guns	Captain Edward James Foote.
Southampton, 32 guns .	Captain James Macnamara.

SLOOPS.

Bonne Citoyenne	Captain Charles Lindsay.
Raven	Captain William Prowse.

CUTTER.

Fox	Lieutenant John Gibson.
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VICTORY

[The Victory's account of the action is a very good one. The flag-lieutenant especially deserves our gratitude for recording the signification as well as the numbers of the signals, in the signal log.

It is difficult to reconcile the statement that the Prince George passed to leeward of the centre of our fleet with the account of that ship's movements given in her own log. The fact that the Captain quitted the line before 12.45 is noteworthy. The signal to take suitable stations, &c., No. 41, was not made until 12.51.]

Log.—T. JACKSON, Master.—Official No. 3089.

February 13th.

H.	K.	F.	Courses	Winds	Remarks
P.M.					
1			{ up SW by S off } SW by W }		Fresh breezes and hazy. Supplied the
2					Fox with 7 butts of water and 8
3					bags of bread. Joined company the
4					Bonne Citoyenne and made the signal
5			{ up SW by S off } WSW }		to clear for action. Fleet in company.
6					Ditto weather. Cleared ship for action.
7	1	2			Fleet in company.
8	2	4		Variable	Do. weather. Set the foresail. Do.
9	2	2	SW by W W by S		weather. Set the jib fore and main
					topmast staysails. Fired two guns
					per signal. Down jib and staysails.
					Tacked ship.
10	2	4	West		Set the main staysail.

VICTORY—continued

H.	K.	F.	Courses	Winds	Remarks
A.M. 9	2	4	South		At 9, counted 20 sail of the line and 31 sail altogether. Fleet employed standing for the enemy in close order of sailing.
10 11	2 3	6	SSW	W by N	At 10, the Bonne Citoyenne made signal for 25 sail of the line. At 11, the enemy forming the line on the larboard tack. The Prince George, Blenheim, Culloden, and Colossus a little ahead and forming as most convenient. 11.20. Hoisted our colours. 11.29. The signal to pass through the enemy's line. At 11.31, Culloden began to engage. $\frac{1}{4}$ past 12, the action became general from van to centre. At noon, the fleet engaging the enemy on different tacks.
Noon					Vincent N 49° E 11 leagues.
P.M. 1	(2 1	} 4	SSW WNW	West WSW	Moderate breezes and hazy. Employed passing through the enemy's line and engaging to windward. $\frac{1}{2}$ past [12].

to pass ahead of the Victory. The Culloden and Blenheim on the larboard tack and passing to windward of our line. Prince George passing to leeward of our centre. The Spanish Vice-Admiral forced to tack close under the Victory's lee. Raked her both ahead and astern, he appeared to be in great confusion [and] bore up as did six other of the enemy's ships. One of the Spanish ships cut off, passed to leeward of our line and joined their van. Commodore Nelson tacked and closed with our van. $\frac{3}{4}$ past 12, tacked, made all sail. Colossus lost her fore and fore topsail yards.

Employed repairing the damage to the rigging. Van engaging the enemy's van. Observed the enemy's van attempted to pass ahead of our line to join their rear cut off, which our van obliged to haul their wind. $\frac{3}{4}$ past 2, one of the enemy's ships struck and hoisted an English jack. At 3, one of their three-deckers struck, and most

SW

NW by N

3

4

2

3

VICTORY—continued

H.	K.	F.	Courses	Winds	Remarks
P.M.					
4	2		N by W		
5	1	4	WSW	West	
6		lying to up SSW			
7		off S by E			of their ships much disabled in their masts and their van in great disorder. $\frac{3}{4}$ past 4, two of the enemy's ships fell alongside of the Captain. 10 minutes past [5], both struck their colours. A Spanish Vice-Admiral and two others came down from to windward, one of them fired, but at a great distance. At sunset, backed the main topsails to secure the prizes, which proved to be the San Josef 112 guns, a Rear-Admiral, San Salvador 112 guns, San Nicolas 84 guns, and San Isidro of 74 guns. $\frac{3}{4}$ past 5, wore ship and formed a close line ahead.
8					
9					
10			NNE		
11			to NE by N		
12					

Longitude 9° 25' West.
 Cape St. Vincent N 57° E distance 8 leagues.

ST. VINCENT

February 15th.

A.M.				
1	}	1	NE by N	
2				
3				
4				
5	}	1	NNE	NW
6				
7				
8	}			Variable
9				
10				
11	}			
12				

At daylight Cape St. Vincent NE 3 leagues. One of the enemy's ships in the SE with all her topmasts gone and a frigate towing her. At 8, the enemy's fleet NNW. Unbent the topsails and bent others. Seamen knotting the rigging and setting it up. Prizes and fleet in company, also a Portuguese frigate. The main stay-sail being cut in sundry pieces when furling, found it not worthy of repairing; used the remains to repair other damaged sails, having no old canvas on board. Cut up two painted hammock cloths to repair the other that had been cut much with shot.

VICTORY—continued

H.	K.	F.	Courses	Winds	Remarks
P.M.					
1					
2					
3					
4			lying to occasionally		
5			East		
6	1	4		S by W	
7	2		E $\frac{1}{2}$ N		
8	1	4	E by N		
9	1	4			
10	1	2		ESE	
11	1		East		
12	1			Variable	

Enemy lying to windward. Cape St. Vincent NNE 2 leagues. Light breezes and hazy. The Spanish fleet still in sight to windward. Unbent the fore topsail to repair, and bent another. Backed, filled, made and shortened sail occasionally. Fleet and prizes in company. Standing in for the land. Out and in boats as necessary. Light breezes and cloudy. Made all sail. Sunset, Cape Lagos E by N 4 leagues. At 6, up foresail, in topgallant studdingsails and royals. At 7, sounded in 40 fathoms, brown sand and small shells. At 12, Orion made signal for boats to tow. Answered do. and sent a boat.

Time made	By whom made	To whom addressed	No. of Signals			Signification
			Nume- ral	Tabu- lar	Compass	
P.M.						
0.35	Victory	{ Orion Colossus Blenheim Diadem				with Minerve's pennant for launch.
1.50	Diadem	Victory				Inability.
2.10	Blenheim	Do.				I see strange sail.
2.30	Victory	Fox				For lieutenant.
2.40	Britannia	Victory				A strange sail.
3.	Victory	{ Captain Goliath	29	27		To interchange places in the line.
4.5	Do.	General	53		SW	To prepare for battle.
4.10	Do.	Britannia			SSW	For midshipman.
4.25	Do.	Lively				For captain.
4.50	Do.	Britannia				For midshipman.
5.	Do.	General	59			To keep in close order.
5.10	Do.	Do.	117			All boats and persons to repair on board.

SIGNALS—continued.

Time made	By whom made	To whom addressed	No. of Signals			Signification
			Nume- ral	Tabu- lar	Compass	
P.M. 5.20	Victory	General	66	preparative		To make sail after ly- ing to.
<i>February 14th.</i>						
A.M. 5.40	Culloden Captain	Victory		46	SE	Strange sail.
6.	Do.	Do.			NE	Do.
6.3	Do.	Do.			N by E	Strange sail are frigates.
6.5	{ Niger } { Lively }	Do.		23	S by E	A strange sail.
7.6	Niger	Do.		53	S by W {	Discovering a strange fleet.
7.10		Do.				Strange ships by wind on starboard tack.
7.40	Victory	B. Citoyenne	14			To reconnoitre.
8.15	Do.	General	59			To keep in close order.
8.20	Do.	Do.	53			To prepare for battle.
9.20	Do.	{ Culloden } { Blenheim } { Prince George }	7			To chase.

9.47	B. Citoyenne	Victory	8	SW by S	With numeral pennant. Eight strange sail. To chase. Orion chased by mistake and was permitted.
9.49	Victory	{ Irresistible } { Colossus }	7		
9.49	Culloden	Victory	8	SW by S	With numeral pennant. Eight strange sail.
10.4	Minerve	Do.	20	SW	With do. Twenty strange sail.
10.10	Do.	Do.	8	S by W	With do. Eight strange sail.
10.30	B. Citoyenne	Do.	16	West	With do. Strange sail seen, one of the line. ¹
10.49	Do.	Do.	25	Do.	With do. do.
10.57	Victory	General	31	SSW	To form in a line of battle ahead and a- stern as most con- venient.
11.10	Do.	Do.	35		To alter course to port one point.
11.12	Do.	Do.	5		To engage the enemy.
11.20	Do.	Irresistible	115		To take her station astern.
11.24	Do.	General	34		To alter course to star- board one point.

¹ Probably 'are of the line' is meant.

SIGNALS—continued.

Time made	By whom made	To whom addressed	No. of Signals			Signification
			Nume- ral	Tabu- lar	Compass	
A.M. 11.26	Victory	General	40			The Admiral means to pass through the enemy's line. To haul the wind on the starboard tack.
11.28	Do.	Do.	83			
P.M. 12.8	Victory	The above signals repeated by the Admirals.				To tack.
12.12	Do.	General Culloden	80 34			To alter course to starboard one point.
12.15	Do.	General	40			To pass through the enemy's line.
12.50	Do.	Britannia	80			To tack.
12.51	Do.	General	41			To take suitable stations and engage as arrive up in succession.
1.5	Do.	Minerve	with	Colossus's	pennant to take her in tow.	To come to the wind on the starboard tack. ¹
1.19	Do.	General	85			

¹ This is evidently a mistake; it should be larboard tack.

1.36	Victory	General	66	ing to.
1.42	Do.	Do.	85	Do. do.
2.	Do.	Colossus	65	To come to the wind on the larboard tack.
2.5	Do.	General	5 with red pennant.	To make all possible sail.
2.15	Do.	Excellent	40	To engage the enemy close.
2.25	Do.	Irresistible	66	To pass through the enemy's line.
2.26	Do.	Excellent	91	To make sail after ly- ing by.
2.35	Do.	{ Diadem { Irresistible }	52 repeated 3 times.	To bear up.
2.50	Do.	General	66	To discontinue the ac- tion. Their shot
2.53	Excellent	Victory	26	passed near the Vic- tory and over the Excellent.
3.3	Victory	{ Diadem { Lively }	23	To make sail.
3.42	Do.	General	92	The enemy's sternmost ship not secure.
4.15	Do.	Frigates only	154	To take possession of the enemy's ships captured.
				To bring to.
				To take captured ships in tow.

SIGNALS—*continued.*

Time made	By whom made	To whom addressed	No. of Signals.			Signification.
			Nume- ral	Tabu- lar	Compass	
P.M. 4.22	Victory	Frigates only	83			To wear and haul wind on the other tack.
4.28	Captain	Victory		10		Wanting boats to tow.
4.39	Victory	General	27			To form a line ahead in close order.
4.45	Do.	Lively	83			To wear.
4.50	Do.	Fox				For lieutenant.
4.55	Do.	Lively	66			To fill.
5.	Do.	Fox				For lieutenant.
5.6	Do.	General	27			To form a line ahead in close order.
5.9	Do.	Minerve				For captain.
10.	Do.	General				Night 31 To wear.
<i>February 15th</i>						
A.M. 1.10	Prince George	Victory				17 Five sail NW.
6.22	Lively	Victory		55		Strangerships go large with wind on the larboard quarter.

6.25	Victory	154	8	To tow.
6.26	Culloden			In want of immediate assistance.
6.28	Diadem		23	Discovering a strange fleet.
6.30	Lively		63	Enemy's ships have dispersed on different tacks.
6.35	Prince George Lively Prince George Victory		23	Discovering a strange fleet.
7.	Do.		23	Do. do.
7.10	Do.		23	Do. do.
8.	Do.			For lieutenant.
8.5	Do.	72		To examine strange sail
8.20	Do.	154		To tow.
8.45	Do.	83		To wear.
9.	Do.	101	with Orion's pennant.	To close.
9.30	Goliath			Rudder or tiller damaged.
9.34	Do.			Lower mast sprung.
9.38	Victory			For lieutenant.
10.50	Do.	101		To close round the Admiral.

The above signals repeated by the Admirals.

BRITANNIA

[A meagre and unsatisfactory account. As a rule rather more care is shown in writing the logs of the flag-ships than those of the private ships, but the *Britannia* is an exception. Her log compares unfavourably with those of the sloops of war.]

Log.—JOHN FRYER, Master.—Official No. 2422.

February 14th.

A.M.—In topgallant sails. From 30 minutes past 1 until 2, heard the report of several guns to windward about SW by W. Spoke the *Raven* brig. The captain informed us he had seen the enemy's fleet to windward. Do. weather. Employed preparing for battle. The *Fox*, cutter, took possession of a brig. At 8, made all sail. Prepared for battle. Do. weather. Made and shortened sail as required to keep in our station.

P.M.—Light winds and hazy weather. At 17 minutes past 12, the *Culloden* began the action. At 20 minutes past 12, began the general action with the Spanish fleet, consisting of twenty-seven sail of the line to 15 sail. At 12.30, our jib boom was shot away. Cut away the wreck. Lost the jib.

P.M.—At 1, hove overboard a lower studdingsail that had caught fire from a cartridge that caught fire, main deck. At 3.10, two of the enemy's ships of the line struck, namely, *Les Fermes*, 74 guns, and the *San Salvador del Mundo*, 112 guns. At 3.45, two more of the enemy's ships struck, namely, *San Josef*, 112 guns, and *San Nicolas*, 80 guns. At 4.45, wore and brought to [on] the starboard tack. At 5, the rear of the enemy's ships passed us and discharged their broadsides at us, and bore down to their fleet.

February 15th.

A.M.— $\frac{1}{4}$ past 12, tacked, up foresail, and backed the main topsail. Light winds and hazy weather.

Victory SE $\frac{1}{2}$ a mile. Light winds and hazy, with small rain. At 8, Cape St. Vincent NE 5 or 6 leagues. $\frac{1}{2}$ past 8, lowered the topsails, and repaired shot holes in the fore and mizen topsails. At 10, hoisted the topsails. Light airs with calms.

At noon, the enemy's fleet NW by N 4 or 5 leagues. Cape St. Vincent NE $\frac{1}{2}$ E 8 miles. We had one man lost his leg, and men burnt very much by several cartridges blowing up at different guns.

BARFLEUR

[A poor account, very little better than that of the *Britannia*.]

Log.—THOS. HUTCHENSON WYNTER, Master.—Official No. 2398.

February 14th.

A.M.—Heard the report of several guns in the SW quarter. Do. weather. Admiral S by W 1 mile. Out 2nd reef the fore and main topsails. At daylight, several strange ships in sight, and a frigate made the signal for seeing a strange fleet to windward. Moderate breezes and hazy. Cleared ship for action by signal. Hove overboard several casks in clearing for action. Saw the Spanish fleet bearing SW by S. 20 minutes before 12, began to engage the Spanish fleet, they passing to windward, we passing under their lee through their line and cut off several of their ships. Do. weather. Brought to.

P.M.—Light breezes and cloudy. 12.45, having passed the Spanish line they was separated. We ceased firing. The *Culloden*, then being the van ship, recommenced the action. At 1, wore ship, backed and filled occasionally. At 3 o'clock, a Spanish line-of-battle ship struck to the Excellent. 10 minutes past 3, we commenced firing again. 20 minutes past 3, the *Salvador del Mundo*, a three-decker, struck. At 45 minutes past 3, a Spanish

three-decker and another line-of-battle ship struck to the Captain. At 4, brought to. At 5, wore by signal and fired. $\frac{1}{4}$ past, the action ceased. $\frac{1}{2}$ past 5, brought to. Moderate breezes and cloudy. Hoisted out two cutters. Moderate breezes and clear. Wore ship by signal. In boats.

February 15th.

A.M.—Admiral N by W 1 mile. Backed and filled occasionally to keep up with the Admiral. Squally, with rain. At 6, Cape St. Vincent bore N by E $\frac{1}{2}$ E 5 or 6 leagues. Admiral north 1 mile and $\frac{1}{2}$. Prizes in company. Secured the guns.

P.M.—Perceived the Spanish fleet to be standing towards us. At $\frac{1}{2}$ past 3, the Spanish fleet hauled their wind on the starboard tack. One of our lower deck guns went off by accident and blowed away the port. Carpenters employed filling up where the shot went through and fitting another port. At 4, light breezes. Bore up by signal and made sail. The enemy's fleet NW $\frac{1}{2}$ W still lying to. Admiral SE by E $\frac{1}{2}$ a mile. Prizes in company.

PRINCE GEORGE

[The statement in the Prince George's log that at $\frac{1}{2}$ past 12 she tacked in succession after the Blenheim and Culloden does not agree with the account given by the Victory, that she passed to leeward of the centre, *i.e.* to leeward of the Victory. Indeed it is inconceivable that she should have done so unless she missed stays and wore, or wore instead of tacking. The Prince George's account of her own proceedings is probably the correct one.

The statement as to Nelson's independent move is interesting, as showing the view taken of his action on board another ship. The signal made at 1 P.M. by the Commander-in-Chief was, however, 41, not 31: to take suitable stations and engage on arriving up in succession, not to form the line as convenient. Moreover, it was apparently made after the Captain had quitted the line. (See Victory's signal log.) It does not appear that Nelson's action was prompted by any signal. (See Captain's log.)]

Journal.—Lieut. THOMAS BOND.—Official No. 9871.

February 13th.

P.M.—Fresh breezes and hazy. $\frac{1}{2}$ past 3, La Bonne Citoyenne joined the fleet. Admiral Nelson shifted his broad pennant from the Minerve to the Captain.

February 14th.

A.M.—From 12 o'clock night to 4 in the morning heard the report of 17 guns in the SW quarter. 20 minutes past 5, saw 5 sail bearing S by W, supposed to be ships of war. Out all reefs and set topgallant sails and courses. Cleared ship for action. Saw several strange ships of war from S to SW. 40 minutes past 9, set the mainsail and driver with the royals. At about 10, observed the ships in view to be Spanish of the line, endeavouring to close with each other. At 11, the enemy's fleet were wearing and trimming on the larboard tack. $\frac{1}{2}$ past 11, two of their three-deckers and one two-decker about 1 mile on our weather bow bore up athwart our hawse, and stood towards 4 more of the line steering to the southward or SSW from us; their main body and van were at this time in a confused state on the larboard tack. In royals and hauled close to the wind. At $\frac{3}{4}$ past 11, up foresail. 50 minutes past 11, commenced firing on the enemy. Our van engaged also with the Spanish centre in passing on towards their van. Latter part of the forenoon light breezes and fine weather.

P.M.—In action with the Spanish fleet of 27 sail of the line against 15 of the line off Cape St. Vincent. Do. weather. 24 minutes past 12, passed the sternmost of the enemy that stood to the northward and ceased firing. Set the foresail. Observed some of the lee division of the enemy had tacked and were standing towards us. $\frac{1}{2}$ past 12, tacked in succession

after the Blenheim and Culloden. 40 minutes past 12, the Colossus in stays carried away her fore and fore topsail yards. At 1, observed Sir John Jervis made signal for the English fleet to form the line as was most convenient. On this, the Captain (Commodore Nelson) pressed all sail from his station of sailing and stood on and fell into our van ahead of us. At about 20 minutes past 1, the Culloden recommenced the action. At 30 minutes past do., the Blenheim followed the example, and in a few minutes after the Captain, having got on the lee bow of the Culloden, began likewise to engage, as was the case with most of all our van, ourselves included. Observed the rear of our fleet employed in turning the rear division of the Spanish fleet. At about 2, the Excellent drew out from the centre under all sail and stood to windward of some of the enemy's ships, and hove to close abreast of one of the Spanish three-deckers and obliged her to strike. In the course of the action two three-deckers and two two-do. became prizes to our fleet, the San Josef 112, Salvador del Mundo 112, San Nicolas 84, and the San Isidro 74. Do. weather. At about 6, the enemy hauled their wind and made all sail they could to avoid a longer action, which ceased shortly after. Sir J. Jervis made signal to wear and to secure the prizes, which was done by frigates taking them in tow.

BLENHHEIM

Log.—ALEXANDER EVANS, Master.—Official No. 2405.

February 13th.

P.M.—Moderate breezes and hazy weather. Hoisted out the launch and sent her on board the Victory. Answered general signal No. 53. Joined

the fleet the *Citoyenne*. Made sail and set topgallant sails ; light winds and hazy weather. Tacked per signal. Heard the report of several guns in the SSW. Supposed to be the Spanish fleet as we had information of their fleet being near. Handed topgallant sails.

February 14th.

Light breezes and hazy weather. 6. Set topgallant sails. At about $\frac{1}{4}$ past 7, saw several large ships in the SSW which proved to be the enemy's fleet. Soon after saw them bearing down upon the body of their fleet in order, as we supposed, to form the line. Out 2nd reef of the topsails, set staysails and royals, &c. Answered general signal to chase in SSW. *Blenheim*, *St. George*¹ and *Culloden* SW by S. About 10, saw the enemy's fleet endeavouring to form their line with their heads towards us. About 11, answered general signal No. 31, and formed our line as most convenient. About $\frac{1}{2}$ past 11, the *Culloden*, who was the headmost ship of our line, began to engage the van of the enemy ; as the fleets was upon different tacks, the action soon became general. As 5 ships in the rear of the enemy's fleet was a considerable way from the main body we kept the wind and went between them. As soon as they found they was cut off from their fleet, they bore away before the wind. Soon after hauled to the starboard ; one ship of the enemy passed along our line to leeward.

P.M.—About 4 minutes past noon, answered general signal to tack. By this time the van of our fleet was abreast of the enemy's rear, the *Culloden* [who] was the headmost ship tacked ; soon after her the *Blenheim*, who was the next ship, tacked and stood after the *Culloden*. About $\frac{1}{2}$ past 12, our fleet had all

¹ Prince George.

passed the enemy, and formed the line upon the larboard tack. Made sail. Set mainsail and staysails. At about $\frac{3}{4}$ past 12, the Culloden began to engage the enemy's rear and stood along the enemy's line engaging as we came up. About 2, the Culloden having received some damage, the Blenheim passed between the enemy and her and continued to lead during the action. About 4, the Blenheim being much disabled in her rigging and sails, &c., the topsails came aback and the ship became unmanageable, having passed two of their first rates, and was then engaging three of their three-deckers at one time; several of our fresh ships came up and went between us and the enemy. About $\frac{1}{2}$ past do., four of the enemy's ships struck their colours. Soon after, the Admiral made the signal to wear and the firing ceased. At this time, Ssma. Trinidad, the Spanish Commander-in-Chief, had lost her mizen mast and main topmast and apparently very much disabled, the Spanish fleet keeping the wind on the larboard tack and the British fleet hauled the wind on the starboard tack. Bent a new mizen topsail. In this action the Blenheim lost 12 men killed and 47 wounded. All the night employed knotting and splicing rigging, &c. Light airs and very fine weather for the whole of the night. Bent a new main topsail, fore topmast staysail and main topmast do. Close reefed fore topsail and set him.

February 15th.

A.M.—Light airs, almost calm. Employed setting up the lower rigging, main stay, and securing the masts in the best way we could.

At noon, Cape St. Vincent NE distance 5 or 6 miles. At this time saw the Spanish fleet bearing WNW 4 leagues, with a fine breeze westerly.

Found the captured ships to be the S. Josef, 112 guns, Salvador, 112 guns, S. Nicolas of 80 guns, and San Isidro, 74 guns, all in company.

P.M.—Light airs, almost calm. Saw the Spanish fleet to windward bearing down on us with a fine breeze westerly. At 2, answered general signal for the fleet to close, also to form the line, the enemy being then WNW 5 or 6 miles distance. As soon as they perceived our fleet forming, they hauled their wind on the starboard tack, 22 sail of the line all in good order apparently. At 6, answered general signal to steer east. Cape St. Vincent NNW distant 6 or 7 miles. Sounded, ground in 45 fathom, soft bottom.

NAMUR

Log.—JOHN CONQUER, Master.—Official No. 2814 (?).

February 14th.

A.M.—At daylight, signal made for an enemy to the southward. Made all possible sail to that quarter. $\frac{1}{4}$ before 12, commenced action with the Spanish fleet on different tacks. Spanish fleet consisted 27 sail of the line, frigates, &c. At noon in action.

P.M.—Moderate breezes and hazy weather. At 8,¹ passed the enemy's line and tacked per signal to the northward after do. At sunset left off action, and took possession of 4 of the enemy's ships, viz. two 3-decked ships and two 2-decked ships. Wore per signal to the southward. At 10, wore to the northward per signal.

February 15th.

A.M.—At daylight, answered our signal to take a prize in tow. Bore up, and at $\frac{1}{2}$ past 8 took the

¹ This is possibly meant for 12.8.

San Salvador in tow. Sent a party of men on board to clear the wreck. At noon, Cape St. Vincent north 7 miles.

CAPTAIN

[The log of the Captain gives a very clear account of that phase of the action when Nelson wore his ship and transferred her from the rear of the fleet to the van. No mention is made of any signal. He needed no excuse for seizing the opportunity.]

Log.—PHILIP THOMAS, Master.—Official No. 2445.

Tuesday, February 13th.

P.M.—Moderate breezes and cloudy weather. At 1, out barge and sent her on board the Victory. Joined H.M. ship *Bonne Citoyenne*. At 2, came on board Lieutenant Noble and hoisted the Commodore's broad pennant. At $\frac{1}{2}$ past 6, the Commodore came on board. Filled and made sail occasionally. At 10, set topgallant sails. At 12, tacked ship per signal.

February 14th.

A.M.—Between 2 and $\frac{1}{2}$ past 2, heard the report of several guns to the southward. Made and shortened sail occasionally. At daylight made the signal for a strange sail to the northward. At $\frac{1}{2}$ past 5, heard the reports of a gun from the SW. At 9, set royals. Moderate breezes and foggy. At $\frac{1}{2}$ past 10, saw the Spanish fleet bearing SSE about 4 or 5 miles. A signal to form a line ahead and chase the enemy. At 12 minutes before 12, the headmost ships began to engage the enemy. At the same time Cape St. Vincent north 10 leagues. At noon, we opened our fire on a three-deck ship of the enemy as they passed our ship on the other tack.

P.M.—Do. weather. Ten minutes before one, the

Captain having passed on the starboard tack the last of the enemy's division of 17 sail of the line which were on the larboard tack, the Spanish Admiral in the Santísima Trinidad bore up evidently with an intention of joining a division of his fleet of 10 sail of the line which were on the Captain's lee bow. The Commodore ordered the ship to be wore; when passing between the Diadem and Excellent she was immediately engaged with the Santísima Trinidad and two other three-deck ships, in which we were most nobly supported by the Culloden, Captain Troubridge. The Spanish Admiral desisted from his attempt of joining his other division and hauled to the wind on the larboard tack. About 2, the Culloden having got between us and the enemy, we stopped firing. About 10 minutes [past] filled the mizen topsail and shot ahead, when we became engaged as before. Employed the intervals in replenishing shot and repairing the rigging. About $\frac{1}{2}$ past 2, our sails and rigging being almost cut to pieces, the Blenheim passed between us and the enemy. Employed as before while our fire ceased. We then came to engage with different ships of the enemy, particularly with the San Josef and San Nicolas. At 3, saw a Spanish two-deck ship strike to the Excellent; soon after we shot the San Josef's mizen mast away. She then fell aboard of the San Nicolas to windward. At $\frac{1}{2}$ past 3, the Excellent passed us to windward, engaging the San Nicolas within pistol shot as she passed by, the latter luffing, and the San Josef's mizen mast being gone, they fell on board of each other. The Captain immediately luffed close alongside and prepared for boarding, and having engaged very sharply for a few minutes, in which time we had 17 men killed and wounded, the Commodore ordered the ship to be laid on board her, himself, Captain

Berry, Lieutenant Noble and Lieutenant Pierson of the 69th at the head of the boarders and troops, entered on the starboard quarter of the San Nicolas, and from her boarded the San Josef and hauled their colours down, 5 minutes before 4. They proved to be the San Josef of 112 guns and the San Nicolas of 80 guns, Commodore Geraldino. The Commodore put Captain Berry in charge of the San Josef and Lieutenant Spicer in charge of the San Nicolas, with 150 men from the Captain in the two ships. Found the San Nicolas on fire, but our firemen soon extinguished it. At 5, all firing ceased while we were entangled with both ships; the San Nicolas was again on fire in the forehold, but was happily extinguished. Commodore Nelson hoisted his broad pennant on board the Irresistible. Hauled the remains of ours down, having had several shot away. At 6, disentangled ourselves from both ships and wore to join the fleet, having been some time between them and the enemy, who stood towards us with a fresh breeze but soon hauled their wind again. Employed cutting the remains of the foresail away and clearing ourselves from the wreck of the fore topmast. At 7 the Minerve took us in tow, our standing rigging and running rigging with all the bending sails being cut to pieces. Our wheel and fore topmast shot away and the other masts severely wounded, the main mast having three shots through the heart. Employed filling powder and getting up shot. Employed knotting and splicing the rigging to get ready for battle again as fast as possible.

February 15th.

A.M.—Found two other ships, one of 112 guns, the San Salvador, and the San Isidro of 74 guns were.

captured and in tow of our ships. At 4, do. weather. The 4 prizes in tow. At daylight saw the remains of the Spanish fleet bearing N by W about 4 leagues. At 10, unbent the foresail and bent a new one. At noon, Cape St. Vincent NE 5 miles.

GOLIATH

Log.—GEORGE ANDREWS, Master.—Official No. 2605.

February 14th.

A.M.— $\frac{1}{2}$ past 1, only the Namur in sight. $\frac{1}{2}$ past 2, out 2nd reef of the topsails. Heard the report of a number of guns in the south quarter. At 3, set the courses. Saw the fleet to leeward. Bore down to them to get into our station. Departed this life Christopher Collison. Committed to the deep the body of the deceased. $\frac{1}{2}$ past 6, made sail to get into our station. $\frac{1}{2}$ past 7, shortened sail. The Lively made the P.S. No. 23. 40 minutes past 8, the Admiral made the signal to prepare for battle. At 9, out 1st reef of the fore topsail. Cleared ship for action as per signal. Light breezes and hazy. Saw several strange ships in the SSW. 45 minutes past, the Admiral made the Blenheim's and Cullo-den's signal to chase, and soon after the Irresistible's and Colossus's do. At 25 minutes past 11, the Admiral made the signal to form the line of battle as most convenient. Saw the enemy's fleet bearing SSW, standing towards us under an easy sail on the larboard tack and to windward of us. Formed the line as per signal and made sail towards the enemy's fleet, which appeared to us to consist of twenty-five sail of the line, eleven frigates and a brig. At $\frac{3}{4}$ past 11, the enemy's van opened a fire on our headmost ships; the two lines passed each other on different tacks and kept up a constant fire

as we passed each other, their weather ships forming a line of 16 sail.

P.M.—Moderate breezes and hazy. At 2, the signal was made to tack. Soon after, having passed the rest of the enemy's line, five more of them was near us to leeward; two of them, large three-deckers, hove to, main topsail to the mast, one on the larboard tack, the other on the starboard do. with an intention of raking us when in stays. Kept up a brisk fire as we approached them, which did them much damage. From the commencement of the action we received a shot through the fore mast, several in the hull, the standing and running rigging and sails much damaged, main topsail yard shot through and eight men wounded. Soon after 2, tacked and made sail as per signal to close with the fleet. Employed variously, repairing and stoppering the rigging. About 45 minutes past 2, we regained our station in the line, and was proceeding to engage the enemy's line of 16 sail, which we had passed on opposite tacks. Nine sail of large ships astern and to windward of us coming down with steering sails set, three of which were three-deckers; in the whole 25 sail of the line, 11 frigates and a corvette. About 3, one of the enemy's ships lost her main topmast, and soon after another lost her three topmasts. About 30 minutes past 3, the sternmost ship of their line struck, and soon after an Admiral's ship of three decks hauled down her colours. About this time, the Captain's fore topmast went over the side. Soon after one three-deck ship and one two-deck struck their colours to the British flag, both ships having fallen on board the Captain. Soon after, wore and brought to on the starboard tack, forming a line ahead as per signal. The Diadem and frigates taken possession of the prizes, the Spanish fleet

much disabled. At 8, moderate and clear weather. Employed fishing the fore mast, repairing the damages received among the rigging. $\frac{1}{4}$ past 11, wore as per signal. At midnight, the Victory ESE $\frac{1}{2}$ a mile, Britannia S by E.

February 15th.

A.M.—At 4 do. weather. Employed as above. At 6, light airs with rain. At 8, the Victory ENE. Saw two large ships in the east quarter and the body of Spanish fleet in the NW.

EXCELLENT

[In the following journal, though a good account of the particular part taken by the Excellent in the action is given, there is apparently some inaccuracy in details.

Unfortunately no mention is made of the Captain's irregular manœuvre. It would have been interesting to know the view taken of her action on board the Excellent.]

Journal.—FRANCIS MEGSON, Master.—Official No. 10049.

February 14th.

A.M.—At day, saw some of the enemy's ships to windward, soon after perceived 5 sail on the lee bow, and more ships to windward bearing down towards the leeward ships, but it being foggy weather, could not distinguish their number. At 11.20, formed the line as most convenient on the starboard tack per signal. The enemy's ships to windward formed the line on the larboard tack. At 11.50, the Admiral made the signal the fleet to engage the enemy, when the action commenced between the van ships of both fleets. At noon, light breezes and hazy. The whole of our fleet engaged.

P.M.—Moderate and clear. $\frac{1}{2}$ past 2 [12], fired upon a Spanish 2-deck ship which was passing our

line to leeward. At 12.25, Victory made the signal for the fleet to tack, the enemy having passed us on the other tack. Tacked ship, the Spanish fleet apparently in great disorder, the Culloden, Captain, Blenheim, Prince George and Orion engaging smartly to leeward of the enemy, their van ships attempting to wear on the starboard tack. Kept our wind and got to windward of the enemy. At 12.40, the Victory made the signal that though he had the weather gage of the enemy, he meant to pass their line and engage them to leeward, and the signal to engage the enemy. Saw a Spanish 2-deck ship with her fore topmast gone. At 1.5, the Victory made the signal the fleet to engage the enemy, as arriving up with them. At 1.25, the Victory made the signal the fleet to come to the wind on the larboard tack. At 1.35, Prince George made the signal to make sail after lying by. At 1.40, Victory made do. to the van division. At 1.50, Victory made the signal the fleet to come to the wind on the larboard tack. At 2, saw a Spanish Rear-Admiral's ship with her main topmast gone. The Prince George, Captain, Blenheim and Culloden engaging to leeward. At 2.5, Victory made the signal, the Colossus to make all sail possible, preserving the order of battle. At 2.10, Victory made the signal the fleet to engage closer. At 2.20, Victory made our signal that though having the weather gage, he intended to break the enemy's line and engage them to leeward. Made more sail, bore up and run between a Spanish 2-decker and a 3-decker with a Commodore's pennant; shortened sail and commenced a heavy fire on the three-deck ship, who immediately struck, and after we had shot ahead, hoisted again her colours. Our ships to leeward warmly engaged. At 2.40, the Irresistible and Diadem being to leeward, and firing near

us, the Admiral made their signal to discontinue the engagement. At 2.50, the Diadem still continuing to fire near us, the Admiral made her signal to make more sail. Run close alongside a two-deck ship and engaged her. At 3.20, the three-deck ship which had struck to us, surrendered to the Victory. At 3, our opponent struck to us, seemingly in much confusion, with her three topmasts gone. At 3.5, made the signal to the Admiral that the sternmost ships of the enemy were not secure, which he immediately answered, and made all sail up to the next ship. At 3.15, closely engaged with 2 ships (a 3-decker and a 2-decker). Saw the 3-decker's mizen mast go, saw another 3-deck ship with her mizen mast gone. Shot ahead of the 2 ships and began firing on a four-deck ship to windward. At 3.35, saw the Captain engaging the 2 ships which we had forereached. Soon after the Captain's fore topmast went. Still engaging the four-decker, our own ships to leeward still firing near us. At 3.57, saw the Lively with our capture in tow. Victory made the signal for the fleet to bring to. Saw the 3-decker and 2-decker surrender to the Captain. At 4.10, still engaging the 4-deck ship *Santísima Trinidad*; her main top went by the board, shot away. At 4.20, the Admiral made the signal the frigates to take the captured ships in tow. At 4.30, Victory made the signal the fleet to come to the wind on the larboard¹ tack. Left off engaging the four-decker and wore. The frigates to leeward with 4 captured ships in tow. At 5.5, Captain being on board of the 2 Spanish ships, made the signal for boats to assist in distress. At 5.30, Victory made the signal, the fleet to form the line in close order, the enemy consisting of 31 sail standing from us on the larboard tack. At 10, wore

¹ Starboard tack. See Victory's signal log.

per signal. Employed repairing the rigging and sails.

February 15th.

A.M.—Do. weather. Made the signal for a strange sail east; that do. was a line-of-battle ship. Employed repairing the damages sustained in the action. Answered Nos. 8, 101 and 83. At noon, light airs. Squadron and 4 prizes and a brig prize in company. The Spanish fleet in sight NW. Cape St. Vincent NE by N 7 or 8 miles.

ORION

[The Orion's log contains a good account of the action. At the close of the engagement some at least of the Spanish ships showed spirit and were not content to abandon their Commander-in-Chief. It appears that the Orion and Egmont continued the engagement with the Santísima Trinidad after the Blenheim and Excellent had quitted her, as neither of the two last-named ships mentions the fact the Spanish Admiral had hauled down his colours.]

Log.—PETER S. BRUFF, Master.—Official No. 2842.

February 14th.

A.M.—At 3, heard several guns in the SSE, supposed to be signals by the enemy's ships. At 5, foggy weather. At 6, heard several guns to the southward of us. Set topgallant sails and jib. At 7, heard several guns at no great distance. At 8, being something more clear, saw several large ships bearing S by W on the starboard tack. $\frac{1}{2}$ past, discovered them to be the enemy's fleet, mostly of the line. Our squadron in close order with a press of sail to get up with them. At 10, the haze cleared up. Discovered the enemy's force to be twenty-seven of the line, seven of which were three-deck

ships, with several frigates and armed ships. $\frac{1}{2}$ past 10, saw the Fox cutter capture a Spanish merchant brig belonging to their fleet. The enemy's fleet endeavouring to form on the starboard tack. At $\frac{1}{2}$ past 11, our van ships Culloden, Prince George, Orion and Colossus being up with their rear ships, they opened their fire, which became general in a little time. At noon, the action was warm on both sides. $\frac{1}{2}$ past,¹ the body of the Spanish fleet, consisting of nineteen sail, wore ship and formed their line on the larboard tack; part of their fleet being at some small distance ahead in action with part of our squadron, our Admiral made the signal to tack and cut through the enemy's line, which was effected by seven of our ships, the remainder of our squadron still in action with the separated ships to prevent their joining. Clearing for action, lost overboard small tables 6. Canvas berths 4 thrown overboard. Butt staves 750, puncheon do. 250. Hogshead do. 180. Barrels 100, iron hoops 580, being water casks got up for the use of the ship, and shook a quantity of the staves and hoops stowed over the shot locker in the after hold. Empty oil jars two lashed on the poop broke in the action; and thrown overboard bread bags 120 that had been washed and put on the booms to dry, for the purpose of filling bread, having discovered small leaks in the bread room. Steep tub one that was lashed in the head shot to pieces and was lost overboard with the cask, 250 pieces of pork that was in steep for the ship's company dinner. Cut to pieces by the enemy's shot and lost overboard ensign one, fore topsail one, flying jib one, main topgallant sail one, mizen topmast one, mizen topgallant mast one, flying jib boom one, main topgallant yard one, fore

¹ Probably $\frac{1}{2}$ past 11 is meant. According to the Victory's log the signal to tack was made at 12.8.

topgallant yard one, fore topmast studdingsail boom one, main do. one.

P.M.—Light winds. Part of our squadron in action. The Colossus in stays carried away her fore and fore topsail yards, being much wounded by the enemy's shot, one of their three-deck ships coming down with an intention to rake and take her, and preparing to take her in tow. Finding us determined not to quit her, they wore ship and stood from us. Several of our ships tacked that was in action with the separated ships. We filled and made sail ahead. At 2, the Captain began the action on the larboard tack, followed close up by the Culloden, Blenheim, Prince George, Orion and Diadem, which were soon in action,¹ also the body of our squadron coming up with all possible sail set. $\frac{1}{2}$ past 2, the action became general. At 3, observed one of their three-deck ships had struck and hoisted English over Spanish colours. $\frac{1}{2}$ past, a 3-deck ship which we were then in action with struck. Lowered the boat down, and sent Mr. Luce, the first lieutenant, and took possession of her. Made sail and renewed the action. At 4, a 3-deck ship and one of 80 guns of the enemy's being much disabled, fell aboard each other. The Captain, who was at that time in close action with the 80, boarded and carried her. In a few minutes the 3-deck ship struck also. 10 minutes after, we got abreast of the Spanish Admiral, Commander-in-Chief of a four-deck ship, opened a heavy fire on her, as did the Blenheim; both her fore and mizen masts went over the side being totally disabled. 55 minutes past 4, she struck and hoisted English colours, but we was obliged to abandon her, as

¹ According to Nelson's account the Captain and Culloden were at this time unsupported. The smoke probably prevented him from seeing the ships astern of him.

several of their 3-deck ships which had been but little in action came down to their assistance, and the day being far spent, we discontinued the action, and brought to on the starboard tack in close order of battle with the 4 ships which we had possession of, the Spanish fleet in a line on the larboard tack to windward of us. Observing several of their heavy ships coming down with an intention to rake the *Britannia*, both of us opened a heavy fire on them, which obliged them to haul off. At 6, both English and Spanish fleets lying to on different tacks. Employed the whole night repairing our damages, ready for renewing the action.

February 15th.

A.M.—Next morning. Saw several night signals by the enemy to windward. At 6, saw the enemy's fleet on the larboard tack 4 leagues distant to windward, Cape St. Vincent N by W distant about 4 leagues. Took the prizes in tow. Employed repairing and shifting the sails and rigging that was damaged by their shot. Noon : the enemy appeared in a line to windward, coming down to renew the action. Cape St. Vincent SSW distant about 3 leagues. Served an extra allowance of grog to the ship's company. Threw several staves and hoops overboard to make room for the Spanish prisoners. The ships taken proved to be the *San Josef*, 112 guns; *San Salvador* of 112; *San Nicolas de Bary* 80, and *San Isidro* of 74 guns, besides 2 brigs laden with wine and brandy taken by the *Fox*. Found our loss to be 6 men slightly wounded and Mr. Mansell, midshipman, hurt with a splinter.

P.M.—At 2, took one of the prizes in tow. At 3, Lagos Point E by N distant 5 leagues. Admiral, fleet, and prizes in company. Employed repairing the rigging and other damages sustained in the action.

COLOSSUS

Log.—D. WALLACE, Master.—Official No. 2439.

February 14th.

A.M.—At $\frac{1}{2}$ past 1, heard a report of 17 guns to windward. At 2, heard the report of 21 guns. Made and shortened sail occasionally. Fresh breezes and hazy. Admiral bearing SSW 1 mile. At 7, out 2nd and 3rd reefs of the foresails,¹ making and shortening sail occasionally. At 7, our signal to chase with the Irresistible, Prince George, Culloden, and Blenheim S by W. The Admiral made the signal to prepare for battle. 2 line-of-battle ships right ahead. Moderate breezes and hazy. Made all possible sail. Hauled aft the main sheet, but could not get the main tack on board, as we were at this time stowing our spare anchor. 25 minutes past 10, observed another large sail ahead. $\frac{1}{2}$ past 10, observed the ship ahead to make a great number of signals, and forming a line of battle. At 50 minutes past 10, the ?² answered the signal for 25 sail of the line. At 11, the Admiral made the signal to form the line ahead and astern as most convenient. Piped to dinner. Served part of the ship's company. At $\frac{1}{2}$ past 11, the signal to alter course to port. — past 11, Nos. 34 and 40, pass between the enemy's line. Hoisted the colours. $\frac{1}{2}$ past 11, the Orion began to fire. Beat to quarters. Had no time to strike the wine down, therefore hove the cask overboard (to get all clear) with 58 gallons of wine. 53 minutes past 11, began our fire on the ships of the enemy. At 12, No. 80 to engage the enemy's line. Cape St. Vincent NNW. Distant 8 leagues. At noon, clear weather with light winds at S by W. At 12, the signal to tack.

¹ Topsails.

² This name is illegible.

A great many of the enemy's [ships] cut off to leeward.

P.M.— $\frac{1}{2}$ past 12, we had our fore and fore topsail yards shot away in the slings, and our fore topmast badly wounded, in passing the enemy's line. 31 minutes past 12, the signal No. 40 to pass between the line and engage either to windward or to leeward. The Victory passed and cheered us, which we returned. 12 hours and 40 minutes, the Victory, Orion and Prince George engaged to leeward. At 1, employed cutting and clearing of the fore and fore topsail yards. Wore ship. The body of the Spanish fleet NNE 3 miles. The Captain received the fire from 5 or 6 of the enemy's ships. The Prince George and the Irresistible going down to assist her. Admiral made the signal No. 41. 20 minutes past 1, No. 85. Barfleur passed and cheered us. Returned the cheer. 4 of our ships engaging the whole of the Spanish fleet. 1.25, Van Squadron No. 66. 1.44, No. 85. The Namur hailed us to shorten sail till she got ahead of us. Backed the mizen topsail. At 2, got clear of the wreck. Employed getting the main topsail yard forward and rigged for a fore yard, and the main topsail for a foresail, and fore topgallant sail for a fore topsail. Got the fore topgallant mast on deck. Our signal No. 65. Filled the mizen. 2.15, the signal to engage closer. The Minerve hailed us to know if she should take us in tow. The Admiral made the signal she intended to engage to leeward. The Minerve was desired not to take us in tow, but to stay by us. Set the foresail. At 2.26, observed a two-decker of the Spanish fleet to . . .¹ her fore and mizen topmasts shot away. The Excellent's signal No. 66 to bear up and sail large. $\frac{1}{2}$ past 2, the Meleager (?) and Emerald endeavouring

¹ A word omitted.

to get up to a Spanish three-decker with a flag at her mizen topmast head. Observed the Diadem's head all aback. The Victory engaging a Spanish Admiral. The Orion in close action alongside of a two-decker and carried away her main topmast, and soon after she struck. The Captain in very close action with a three-decker and several other of the enemy's ships. The fleet in close action ahead. The Admiral made the signal No. 25. Hailed the Lively, who passed us standing for the fleet. 43 minutes past 3, the Niger hailed us and wanted to know if she could send us any assistance. We told them we had hardly got to rights. 3.44. The general signal to prepare to bring to. The fleets ahead engaged. At 4, light breezes and clear. Passed 1 three-decker and 1 two-decker that had struck. 4.34. The Admiral made the signal No. 83. Passed by the Captain and 2 Spanish ships of the line which she had boarded and had struck to her. She was so much entangled with them that she did not get clear till 5 o'clock, when the Admiral made the signal No. 27. The firing ceased, the body of the Spanish fleet to windward. A great many of them very much disabled about the sails and rigging. 5.10. The Victory passed by and cheered us, which we returned. Wore ship. The Admiral told us to go to leeward of the Captain and prizes. Admiral made the Fox's signal to come within hail. 5.20. H.M. ship Captain made the signal for being in want of boats to tow No. 10. 5.22. The Fox passed within hail. The Spanish Admiral fired at one of our ships in passing. $\frac{1}{2}$ past 5, the Admiral made the signal No. 27 general. The fleet firing on our rear in passing. H.M. ship Captain signal for being in want of boats. Hailed the Culloden. At 7, lost sight of the enemy.

February 15th.

A.M.—At 1, saw 3 large ships bearing NE. Light airs, inclinable to calm. Employed splicing and knotting the rigging and other occasional jobs. At 5, Cape St. Vincent to NE distant 4 or 5 leagues. Light airs from the SW. Fished the fore topmast. The Spanish fleet in sight from the masthead to the SW. Received 10 Spanish prisoners from the Fox, cutter. At noon, Cape St. Vincent NE by N distant 5 leagues.

EGMONT

[The Egmont's log agrees with that of the Orion as to the fact of the Santísima Trinidad having struck her colours. According to the Orion English colours were shown; according to the Egmont a white flag was hoisted. Signal halliards may be shot away in action, and lead an adversary to believe that a ship has struck when she has no intention of doing so. Hoisting a white flag or an opponent's ensign is a definite and unmistakable sign of surrender.]

Log.—JOHN SMITH, Master.—Official No. 10036.

Tuesday, February 14th.

A.M.—At 1, up mainsail, in topgallant sails. 20 past 1, up foresail. 35 past 1, heard the report of 4 guns quick and 1 slow in the SW, and twice repeated. 50 past 1, heard a gun SSW. $\frac{1}{4}$ past 2 set foresail. 3, heard the report of guns in the SSW. At 4, light winds and hazy. $\frac{1}{2}$ past 4, heard a gun south. $\frac{1}{2}$ past 6, Captain made signal for strange sail NE and 46 tabular. Out 3rd and 2nd reefs topsails. Victory made signal No. 38. Up foresail. $\frac{3}{4}$ past 7, Lively made signal for a fleet south. 5 minutes after, she repeated it. At 8, ditto weather, fleet in company, set foresail. Victory made Bonne Citoyenne's signal No. 14. $\frac{1}{2}$ past 8, saw the Spanish fleet bearing S by E. Victory

made signal to prepare for battle. Set mainsail, royals, and staysails. 50 minutes past 9, Victory made Fox's signal No. 7 S by W. Spanish fleet forming the line. 10 m. past 10, Victory made Colossus' and Irresistible's signal to chase S by W. 20 m. past 10, Minerve made signal for 20 sail SW. Light airs and hazy. 10 m. past 11, haze cleared away, saw the Spanish fleet in line of battle, consisting of 26 sail of the line and 9 frigates. $\frac{1}{4}$ past 11, Victory made signal to form the line SSW as convenient. $\frac{1}{2}$ past 11, to alter course to port, and No. 115 with her own pennants. 42 m. past 11, to alter course to starboard. 45 m. past 11, signal to pass through the enemy's line. Up mainsail, hoisted our colours. 55 m. past 11, Victory made signal No. 5. Commenced firing on the enemy's fleet. Up foresail. Backed main topsail and lowered top-gallant sails. At noon, a fine breeze and clear. In hot action.

P.M.—Moderate breezes. 5 m. past 12, filled. The enemy's shot wounded the main mast, mizen mast and main yard. 20 m. past 12, Victory made signal to tack. Passed through the enemy's line, leaving 9 sail to leeward. $\frac{1}{2}$ past 12, our van ship tacked. 49 m. past 12, Victory made Cullo-den's signal No. 34. At 1, Victory made signal to pass through the enemy's line. Two three-deckers to leeward opened their fire on us. Ten minutes after, one of the Spaniards bore up. 20 m. past 1, Victory made Britannia's signal to tack. 20 m. past 1, tacked ship and ceased firing. Victory made signal to engage the enemy as coming up with them. Made all sail. Victory made the Minerve's signal to take the Colossus in tow, and Irresistible's signal No. 85. Employed repairing damages. At 2, Prince George made signal No. 66. Victory made van division No. 66. 5 m. past 2, Victory made Namur's

signal No. 66. 7 m. past 2, Victory made signal to come to the wind on the larboard tack. Joined company H.M. ship Niger. 33 m. past 2, Victory made Britannia's signal to make all sail. 35 m. past 2, signal to engage the enemy closer. 45 m. past 2, signal to pass through the enemy's line. 5 m. past 2,¹ Victory made the Irresistible's signal to make sail, and Excellent's to bear up. Also the Diadem and Irresistible to discontinue the action. At 3, up mainsail. 5 m. past 3, up foresail. 10 m. past 3, a Spanish 2-decker struck her colours. $\frac{1}{4}$ past 3, Excellent made signal No. 26 tabular. Victory made Lively's signal to take possession of the enemy's ship. 40 m. past 3, a Spanish 3-decker hauled her colours down. Victory made Diadem's signal to take possession of her. Set foresail. 5 m. past 4, another of the enemy's 3-deckers and one of their two-deckers struck their colours. 7 m. past 4, Victory made signal to prepare to bring to. $\frac{1}{4}$ past 4, opened our fire on a four-deck ship. $\frac{1}{2}$ past 4, she hauled down her colours and hoisted a white flag. Two three-deckers came down to her assistance and she fired a gun. Victory made signal No. 83 to come to the wind on the other tack. 45 m. past 4, wore ship and ceased firing. At 5, Victory made signal to form the line ahead in close order. 5 m. after, she repeated it. $\frac{1}{2}$ past 5, Fox's signal to come within hail. Enemy's fleet hauled their wind to the NW. $\frac{1}{2}$ past 7, saw the enemy's fleet making signals in the NW. At 8, light winds and cloudy, fleet in company, also Salvador del Mundo, San Josef (first rates), San Nicolas and San Isidro (third rates) prizes. At 11, wore ship per signal. Employed knotting and splicing the rigging

¹ Probably 50 m. past 2 is meant. The Egmont's time appears to have been about half an hour in advance of the Victory's.

and repairing the sails. Carpenters fishing the mizen mast.

Wednesday, February 15th.

A.M.— $\frac{3}{4}$ past 1, a ship made signal for assistance. Filled main topsail. $\frac{1}{2}$ past 2, brought to. At 4, light winds, fleet and prizes in company. Sent down mizen topgallant yard and mast. At daylight Cape St. Vincent N $\frac{1}{2}$ E 4 or 5 leagues. $\frac{1}{2}$ past 7, saw a large ship to leeward in distress, and a frigate with her; also 18' sail SW and 6 sail east. $\frac{1}{2}$ past 7, Victory made our and Namur's signals to take ships in tow in the eastward. Bore up. $\frac{1}{2}$ past 8, tacked ship and shortened sail. Took the San Isidro in tow. Sent two lieutenants, two petty officers, and fifty seamen on board of her. Made all sail. $\frac{1}{2}$ past 10, Victory made signal to prepare to anchor. $\frac{1}{2}$ past 11, out cutter. At noon, calm and cloudy. Fleet NW by W 5 miles. Prize in tow. Cape St. Vincent NNE 6 or 7 miles.

CULLODEN

[The following is a rather poor account of the very distinguished part played by the Culloden in the action. One incident is mentioned which is not to be found in other logs. On the afternoon of the 15th Spanish colours were hoisted by the Culloden. This possibly may have been done by the Admiral in order to induce the Spanish fleet again to close. Probably it was merely a piece of chaff on the part of Troubridge.

Log.—JOHN ROSE, Master.—Official No. 2454.

February 14th.

A.M.—Heard the report of several guns SSW. Set main staysail. Victory NE by E 3 or 4 miles. Set the fore topmast staysail. Set main topmast staysail. Out 2nd reef of topsails. Saw the

enemy's fleet bearing SSW, distance 7 or 8 miles. Out 1 reef topsails. Set topgallant sails. Light breeze and cloudy. At 10 minutes past 10, observed the Fox cutter bring to a brig. 15 minutes past 11, 2 frigates joined the fleet. Supposed them to be the Niger and Mahonina. Observed a merchant ship brought to bearing east. 11.30, began to engage. Set the foresail, main topmast staysail, and mainsail. Tacked ship in chase of the enemy.

P.M.—Light breeze and fine. $\frac{3}{4}$ past 12, begun the action again. Shortened sail, being abreast of one three-decker and one 74 gun, and one three-decker on our larboard bow. The Blenheim on our larboard quarter without his foresail set and backing his mizen topsail occasionally, distance about half a cable's length. Found the jib stay, halliards, and all the rigging about the jib booms shot to pieces, by which we lost the jib and part of the gear. Observed one of the enemy's line-of-battle ships strike to the Excellent. 3.5 Observed the Spanish Admiral's ship much damaged and very much disabled. The Namur with her courses up jib luffing up in the wind, about 2 cables' length astern and a little on the weather quarter of the Spanish Admiral. 8 minutes past 3, observed the Namur loose his main topsail. 3.37 Observed the Captain boarded two of the line-of-battle ships and hauled down their colours. 4.40 The action ceased. The following ships were taken in possession of: San Salvador del Mundo of 112 guns, San Josef of 112 guns, San Nicolas 80, San Isidro 74 guns. After the action ceased found the fore mast, main mast, main yard, main topmast, spritsail yard, main and mizen topgallant masts, main topmast studdingsail booms and spare main topmast and spars on the booms shot through, the sails, standing and running rigging very much cut. A number of shots through the sides above and

below water. Ship very leaky from the shot under water, which kept two chain-pumps going. Employed knotting and splicing the rigging and setting the topsails. Carpenters fishing the main yard.

February 15th.

A.M.—Light breeze and hazy. Wore ship, filled and made sail. Victory NNE $1\frac{1}{2}$ mile. Up fore-sail. Backed mizen topsail, down mizen staysail. People employed knotting and splicing the rigging, sailmakers employed repairing sails. Commodore Nelson shifted his flag on board the Irresistible. Renewed the leak to 8 inches per hour.¹ Carpenters stopping the shot holes. Mustered the ship's company. Found 8 seamen, one lieutenant of marines and 1 private killed, 47 wounded. Victory NE by E 3 miles. Boarded an American ship from Nantes bound Cadiz. Carpenters, sailmakers and armourers employed as before. At noon, Spanish fleet NNW, consisting of 27 sail, 5 or 6 leagues. Victory NE 2 miles. Cape St. Vincent NNE, 8 or 9 milës.

List of men killed in action :

Lieut. Livingstone.
James Oliver, private.
James Manning, seaman.
James Treazer, do.
Thos. Robinson, do.
Jno. Fletcher, do.
Thos. Stephenson, do.
John Conner, do.
Michael Lightfoot, do.
Levi Butler, do.

P.M.—Light airs and variable. Bore up to close with the Admiral. Carpenters employed fishing

¹ This sentence is nearly illegible. The first word is apparently not 'reduced,' though this is a more probable reading.

the yards, repairing the boats. Sailmakers employed mending sails. Armourers employed making bolts and sundry other jobs. Brought to, main topsail to the mast, showed Spanish colours to the Spanish fleet to windward of us. Bent a new main topsail and mainsail. The head of the main topmast broke off, being much wounded. Employed securing the stump. Carpenters employed fishing the fore topmast. At sunset, the Spanish fleet WNW 4 or 5 leagues. Victory E by N 3 miles. Cape St. Vincent NNW 2 miles. Set the foresail. Sounded in 44 fathoms, coarse sand and shell. Sounded in 43 fathoms. Calm and hazy. Up foresail.

IRRESISTIBLE

Log.—DAVID FERRIE, Master.—Official No. 2695.

February 14th.

A.M.—Fresh breezes and hazy. Up mainsail and handed topgallant sails. Heard the report of several guns in the SW. Light airs and hazy. Hazy weather. Fleet in company. Let a reef out of the topsails. Set topgallant sails. Ships to windward made the signal for a strange fleet SSW. Prince George SE by S $\frac{1}{4}$ of a mile. Hazy weather. Several of the fleet in chase. Cleared for action. At 10, made sail in chase. Several strange ships in sight. At 11, the haziness cleared off. The enemy's fleet in line of battle about 4 miles SSW of us. Formed the line, we next ahead the Victory and fourth ship in the van. At 45 minutes past 11, the enemy opened their fire on the Culloden. At noon, engaging the enemy with our starboard guns, and passing to leeward of their line, keeping up a close and constant fire.

P.M.—Moderate breezes and clear weather. In close action with the enemy with our starboard guns. At 1, the Colossus in stays carried away his fore and fore topsail yards. Fifteen minutes past 1, we brought 2 of the enemy's three-deckers to action with our larboard guns. Discharged four broadsides at them. Tacked per signal to join our van. Fifteen minutes past 2, shortened sail and opened our fire on the weather division of the enemy's line. Made and shortened sail occasionally. Fifteen minutes past 3, made sail ahead per signal. At $\frac{1}{2}$ past 3, came to close action with the Santísima Trinidad, which we kept up a close and constant fire at till 4, when the signal was made to come to the wind on the starboard tack. We are now in possession of four of their ships of the line. The Santísima Trinidad much disabled, and several others. At 5, Commodore Nelson hoisted his pennant on board here. Employed knotting and splicing the rigging (having suffered), and other necessary jobs about the ship. The enemy's ships standing to the northward. During the action we had five men killed and thirteen wounded. Masts, sails, and rigging suffered. At 8, employed repairing our damages, woolding some capstan bars on the main mast, being cut with a shot.

February 15th.

A.M.—Light airs, employed repairing damages. Light breezes, Cape St. Vincent NE by N, prizes in company. Orion and Namur sent to take two of them in tow. At noon, calm. Enemy's fleet NW. Topsails out the water.

P.M.—Calm, clear weather. Sailmakers employed repairing the damaged sails. At 2, Admiral made the rendezvous signal No. 5. Sprung up a light breeze from the NW. Answered signal for a lieu-

tenant to the Victory. At 3, beat to quarters, and cleared for action, the Spanish fleet bearing down. At 4, the Admiral made the signal to prepare to anchor. Bore up for Lagos. Cape St. Vincent NNE $\frac{1}{2}$ E 5 or 6 miles. Body of the Spanish fleet NW by N, main topsails to the mast, 6 or 7 miles distant. From 4 to 12, light breezes. Steering from Point Sagre for Lagos, fleet and prizes in company.

DIADEM

Log.—JOSEPH BARKER, Master.—Official No. 2518.

February 13th.

P.M.—Fresh breezes and clear weather. Sent the yawl on board the Minerve. Do. weather. Victory SW by S $\frac{1}{2}$ a mile. 26 minutes past 4, answered signal No. 53. At 5, Commodore Nelson shifted his pennant on board H.M.S. Captain. 23 minutes past 5, answered signal No. 59. 40 minutes past do., No. 117. 55 minutes past do., No. 66. Victory SW $\frac{3}{4}$ of a mile. $\frac{1}{2}$ past 6, filled the main topsail. Fresh breezes and cloudy weather. Set the mainsail and topgallant sails. Wore ship. Victory SE by S one mile.

February 14th.

A.M.—Made and shortened sail occasionally. At 2, heard the report of several guns from the SSE. Out 2nd reef of the topsail. Victory S by E $\frac{1}{2}$ a mile. Moderate breezes and hazy. Made all sail. $\frac{1}{2}$ past 8, answered signal No. 53. $\frac{1}{4}$ past 11, answered signal No. 31. SW. $\frac{1}{2}$ past do., No. 35. 45 minutes past do. No. 115. 55 minutes past 11, answered No. 34. Moderate and cloudy. All sail set in chase. $\frac{1}{2}$ past 10, saw the Spanish on the larboard

tack. $\frac{1}{4}$ past 11, the van of our ships commenced action with the enemy's rear. $\frac{3}{4}$ past 11, do. with the enemy's centre. At meridian, answered signal No. 40.

P.M.—Moderate breezes and clear weather. The whole of the fleet in action. Answered signals Nos. 80 and 40. The Spanish fleet passing to windward. Wore ship per signal. At 1, answered signal No. 100. At $\frac{1}{4}$ past 3, observed 2 of the enemy's ships had struck. The van of our fleet still in action. At 4, observed 2 more of their ships had struck and 5 or 6 more much disabled. At 5, the enemy hauled their wind to the NW. At 8, moderate and clear. Victory SSE $\frac{1}{2}$ a mile. Do. weather. Wore ship and run into our station. Victory SSE $\frac{1}{2}$ a mile.

February 15th.

A.M.—Unsettled weather with rain at times. In 2nd reef of the main topsail. Cape St. Vincent NE by E 4 or 5 leagues. Light breezes and cloudy. Out 2nd reef of the topsails and made all sail. At noon, calm and cloudy. St. Vincent NE by N $\frac{1}{2}$ N 5 or 6 miles.

P.M.—Took the San Nicolas, Spanish prize, in tow ; made all sail.

MINERVE

Log.—JOHN PARROTT, Master.—Official No. 2798.

February 13th.

4 P.M., Commodore shifted his broad pennant on board the Captain.

February 14th.

A.M.—Light breezes and hazy. Victory ENE 3 miles. At $\frac{1}{2}$ past 1, heard the report of guns in the

SW quarter. At 4, Admiral ENE 3 miles. At 6, saw 13 strange sails on the SW quarter. At 7, out all reefs, the fleet in chase. The Spanish fleet SW 5 or 6 miles. At 20 minutes after 11, the van of the fleet commenced action with Spanish fleet. At noon, smart breeze and hazy, the fleet in close action.

P.M.—Smart breeze and hazy weather. At $\frac{1}{2}$ past 2, answered our signal to take the Colossus in tow. Made all sail into the line. Got the end of a hawser ready, lowered jolly-boat down with it, but the captain of the Colossus refused to be taken in tow. Made sail up to the Victory and acquainted the Admiral therewith; he ordered us to take possession of a Spanish ship which had struck to the Orion. Sent our boat to her, and Commodore Nelson returned in the same boat and hoisted his broad pennant and made sail. At $\frac{1}{2}$ past 4, he went on board the Victory. At $\frac{1}{4}$ past 5, Commodore's broad pennant was hoisted on board the Irresistible. Hauled it down on board of us. At $\frac{3}{4}$ past 5, answered our signal for the captain. He went on board the Admiral. At $\frac{1}{2}$ past 6, he returned; bore up towards one of the Spanish prizes. Sent our boat on board her. She returned with 2 officers. At 7, hailed H.M. ship Southampton, captain came on board. At 8, made sail towards H.M. ship Captain. At 9, took her in tow. At 10, made sail towards the fleet with her in tow.

February 15th.

A.M.—Made and shortened sailed occasionally. The fleet repairing damages. At 8, Cape St. Vincent NE 7 or 8 miles. Cloudy. At noon, the Spanish fleet in NW 8 or 9 miles. H.M. ship Captain still in tow.

LIVELY

Journal.—GEORGE, Lord Viscount GARLIES, Commander.—
Official No. 9814.

February 13th.

P.M.—Fresh breezes and hazy weather. Employed receiving on board Sir Gilbert Elliot and suite. At midnight, heard several heavy guns fired in the SSW. 2 frigates and a brig joined the fleet.

February 14th.

A.M.—Do. weather. A strange fleet in sight, supposed to be the enemy. At noon, the British fleet began to engage the Spanish fleet, consisting of 27 sail of the line and 10 frigates, brigs, &c.

P.M.—Moderate breezes and hazy weather. The fleet in action with the Spanish fleet. At $\frac{1}{2}$ past 3, one of the enemy's line-of-battle ships struck, and soon after a three-decker. At $\frac{1}{2}$ past 4, a three-decker and a 74 struck [to] the Captain very much disabled. At $\frac{1}{2}$ past 5, discontinued the action, and took possession of the enemy's ships and took them in tow.

February 15th.

A.M.—Do. weather. In company with the Admiral and fleet. 9 ships in tow.

NIGER

Log.—ROBERT DUNCAN, Master.—Official No. 2827.

February 14th.

A.M.—Joined the fleet, and Captain Foot went on board the Victory. Made sail. Answered No. 59 general. Made the signal for 10 ships of the

line. The Spanish fleet coming down. Tacked. The van of the fleet in action. Cape St. Vincent NE 5 leagues.

P.M.—At 20 minutes past 12, 16 sail of the enemy had passed the rear of the British fleet, the van of which were engaged with 4 ships of the enemy's rear, which were separated from the body of their fleet. At 2, the rear of the British fleet wore, and shortly [after] the whole, and made sail after the Spanish which had passed our rear. At 20 minutes after 3, two Spanish line-of-battle ships was taken possession of by the Diadem and Lively. The Southampton took an 80-gun ship in tow. At 5, took the San Josef in tow, and sent the 3rd lieutenant, carpenter, and a party of men on board her.

February 15th.

A.M.—Light breezes. Prize in tow. Up courses and backed the mizen topsail. Fleet and prizes in company.

SOUTHAMPTON

[An interesting log, as it contains the only mention of an attack by the frigates on a Spanish line-of-battle ship.]

Log.—DAVID ANDERSON, Master.—Official No. 2615.

February 14th.

A.M.—At 4, light breezes and cloudy weather. Heard the report of several guns in the SW quarter. Victory NE by N $\frac{1}{2}$ N. At 7, do. weather. Set the mainsail and shook the 2nd reef out of the top-sails. The Admiral made the signal No. 97. At $\frac{1}{4}$ past 7, No. 59. Set topgallant sails and royals, the fleet in chase. 10 sail of the Spanish fleet in sight. At 9, 25 sail of the enemy in sight. At 12,

the Culloden and Captain brought the enemy to action. Cape St. Vincent 26 miles NNE.

P.M.—Fresh breezes and hazy weather. At $\frac{1}{2}$ past 12, the Admiral broke the enemy's line. At 1, the Lively, Minerve, Unity¹(?), and Southampton opened a fire on a Spanish line-of-battle ship that was drove out from the line. At 2, the Admiral tacked and made all sail towards the Spanish fleet. At $\frac{1}{2}$ past 2, the Victory opened a heavy fire under the Spanish Admiral's stern. Quarter past 3, one of the enemy's ships struck. $\frac{1}{2}$ past 3, two more struck. At 4, three more struck. At 4, the Lively took one of them in tow. Got four of the Spanish ships off from their line that had struck, but the night coming on prevented us from carrying the others off. Light breezes and cloudy weather. At 5, we took the San Nicolas in tow. At $\frac{1}{4}$ past 5, the action was done. At $\frac{1}{2}$ past 7, the prize's fore topmast went overboard. Do. weather. The prize in tow. Fleet in company. The Spanish fleet held their wind to the NW. At $\frac{1}{2}$ past 8, the prize's mizen mast went over. Sent ?² and 4 carpenters on board.

February 15th.

Do. weather. Fleet in company. Heard the report of several guns NW. Light breezes and squally weather with rain. The Spanish fleet in the NW quarter. 16 sail in sight. At 6, the prize's fore yard went by the slings. Do. weather. The prize in tow. Fleet in company. Wore ship to clear the Cape. Calm. At 11, cast off the hawser from the prize. Fleet in company and the 4 prizes and one Spanish brig prize. Fleet in company. Cape St. Vincent distant 5 miles.

¹ There was no ship of that name with the squadron.

² Illegible.

BONNE CITOYENNE

[The fact that a sloop of war had the temerity to fire at a line-of-battle ship deserves notice. The estimation in which the enemy were held by the British seamen is well shown.]

Log.—FRANCIS GORDON, Master.—Official No. 2420.

February 13th.

P.M.—Fresh breezes and hazy weather. One of the enemy's ships in chase of us. At 1 she hauled her wind. Hove to, and took the 2nd reef in the topsails. At 3, saw Sir John Jervis's fleet to leeward. Made the private signal, which the Admiral answered. Bore down. At 4, hove to. The captain went on board H.M. ship Victory. Took the 3rd [reef] in the topsails. At 6, filled. Moderate and hazy. At $\frac{1}{2}$ past 11, wore ship to the southward.

February 14th.

A.M.—Moderate breezes and hazy weather, with a heavy swell from the southward. At 6, saw the enemy's fleet in the SSW. Our fleet in chase of do. Set the topgallant sails and made all sail. Still in chase of the enemy. At $\frac{1}{2}$ past 11, our rear ships almost up with the enemy. At 42 minutes past 11, the action commenced with our van ship, which run through the enemy's line. At noon, do. weather. The fleet still in action. At $\frac{1}{4}$ before 12, fired a broadside at a Spanish 74 that passed to leeward of fleet.

P.M.—Fresh breezes and cloudy. The fleet still in action. At 3, two of the enemy's ships struck. At $\frac{1}{2}$ past 2,¹ two more dismasted: they struck also. At 5, we took the San Salvador in tow with the stream cable. At 7, we were obliged to

¹ Probably $\frac{1}{2}$ past 3 is meant.

cut the tow line, not being able to tow her. She run foul of us, carried away the driver boom, jolly-boat, and stove the starboard quarter in, and lost our stream kedge which we had for a tow rope.

February 15th.

A.M.—Moderate breeze and cloudy weather. Bore down to the prize occasionally. Do. weather. Prize and fleet in company. Moderate breezes and cloudy, with heavy showers of rain. At 8, Cape St. Vincent north 4 or 5 leagues distant. At 9, his Majesty's ship *Namur* came and took the prize in tow. At noon, do. weather. Fleet and prize in company.

RAVEN

Log.—WILLIAM SWEETLAND, Master.—Official No. 2925.

February 14th.

A.M.—At 2, heard 5 guns fired in saluting time, and 1 after. 4 minutes after, the same again. 5 minutes after. At $\frac{1}{4}$ past 1, bore up towards the *Victory*. At $\frac{1}{2}$ past 2, spoke her and hauled to the wind on the starboard tack. Set the square mainsail. At 4, light airs with a heavy swell. Out 2 reefs of the topsails and boom mainsail. At 5, heard the report of a gun in the SW. At $\frac{1}{2}$ past 5, saw 3 sail bearing SW by S. At $\frac{3}{4}$ past 5, saw a fleet in the SW under topsails and foresail. At 6, made a signal for an enemy's fleet. 4 of their headmost ships wore and stood for the body of the fleet. At $\frac{1}{2}$ past 6, made the signal No. 23. Set the staysails. Counted 19 of the enemy's fleet. Foggy weather. At 8, enemy's fleet from west to SSW, most of them on the starboard tack, some with topgallant sails set. British fleet from N by W to NW by W,

with all sail set on the starboard tack standing after the enemy. At 5 minutes past 10, observed several of the enemy's line shorten sail and bring to. At 11, made signal Victory, general No. 31, compass signal SSW. At 11.10, she made the signal No. 35. At 11.20, she made 115. At 11.24, 35. At 11.25, 40. At 11.30, 83. At $\frac{1}{2}$ past 11, the Victory opened her fire on the enemy's rear ships. At $\frac{1}{4}$ past ¹ the whole of the British fleet was in action. At 10 minutes before noon, Victory made the signal No. 5 and do. at noon. Saw the Fox cutter take possession of a merchant brig. Cape St. Vincent north, distant 10 leagues.

P.M.—At $\frac{1}{2}$ past noon, both fleets were engaged, at which time perceived the van division of the Spanish fleet consisting of seven ships to be cut off. At 1, saw the Victory in the eastward tack under a crowd of sail standing after the enemy, who were close hauled under all sail. At 2, she opened her fire on a four-decked ship, supposed to be their Commander-in-Chief. At $\frac{1}{2}$ past 2, an eighty-gun ship struck her colours. At 20 minutes after, the Victory's opponent hauled down her colours, seven of the enemy's ships coming up under a crowd of sail, Britannia after under a crowd of sail. At 3, the Victory's opponent hoisted her colours, and opened her fire on the Excellent, Captain, Culloden, in the centre of the Spanish fleet. At $\frac{1}{2}$ past 3, the Spanish Admiral's mizen mast fell. Passed the Colossus disabled. At 4, the Britannia opened her fire on a three-decked ship, one of the seven which had been cut off enemy's van. At $\frac{1}{4}$ past 4, perceived two three-decked ships to have struck, and two of two decks (in all 4). At 47 minutes past 4, the Niger hailed and ordered us to assist the Bonne Citoyenne in towing a captured 3-decked ship.

¹ Qy. $\frac{3}{4}$ past.

Ran down and sent a boat on board. At 10 minutes past 5, the firing ceased on both sides. At 20 minutes after 5, the enemy hauled the wind on their larboard tack. Could perceive none with lower masts gone, but the Commander-in-Chief, who had lost his mizen mast. At 8, captain went on board the Victory. At 9, he returned. Sent a boat on board the Bonne Citoyenne with orders from the Admiral. At 10, made sail on the larboard tack. At 9, the fleet wore and came to the wind on the larboard tack. At 12, filled the square sails and hauled down the jib.

February 15th.

A.M.—At half-past 12, heard the report of a gun to the eastward. Moderate breeze and rainy weather. At daylight saw the enemy's fleet bearing NW, made sail towards them. At 7, clear for an action. Spoke a Portuguese man-of-war brig. At 8, light airs and rainy weather. At 10, being within 5 or 6 miles of the enemy's van, counted 30 sail of ships, whereof 20 of the line, four flags, and 3 three-deckers, [one] with her mizen topmast gone, another with her fore one. At 10, wore and came to the wind on the starboard tack. Enemy's fleet in a line ahead on the starboard tack. British fleet lying repairing their damages. At noon, Cape St. Vincent bore SE, 3 leagues.

III

BATTLE OF CAMPERDOWN

OCTOBER 11, 1797

CAMPERDOWN—1797

INTRODUCTORY.

THE logs of the ships in Admiral Duncan's squadron at the battle of Camperdown are the worst written and worst spelt of any which have been copied for this volume. It seems probable that the masters of the North Sea squadron were in many cases skippers of ships in the Baltic and North Sea trade. Several of the logs are almost illegible. Anyone wishing to consult the original text will do well to be content with the copies of logs for October 11th, 1797, given in Volume IV. Admirals' Journals, at the Record Office, instead of taking the trouble to decipher the logs themselves.

The signal logs of the Venerable and Monarch give on the whole a fair account of the method of attack carried out by Admiral Duncan, but there is one point of considerable importance as to which the two records differ. It will be noticed that according to the signal log of the Venerable the following general signals were made immediately before the fleet bore down on the Dutch :—

11.8.—Form starboard line of bearing.

11.11.—Come to the wind together on the starboard tack.

11.17.—Prepare to take stations in the line as pennants are shown.

11.30.—Each ship to engage her opponent.

11.35.—Bear up and sail large.

11.40.—The van to attack the enemy's rear.

11.53.—Pass through the line and engage the enemy to leeward.

These signals are also noted in the signal log of the *Monarch*, with one important addition : after the signal for the van or lee division to attack the enemy's rear, appears a signal for the weather division to engage the centre of the enemy. If then the *Monarch's* log were to be accepted as correct, it would appear that Duncan after forming, or attempting to form, a line parallel to that of the enemy, and twelve minutes after making the signal for each ship to engage her opponent, had changed his plan of attack and determined to throw his whole force on the centre and rear of the Dutch fleet. In other words, that eight years before Trafalgar he had exactly carried out Nelson's tactics on that occasion.

The remarks in the logs rather tend to support this view, for they show that the attack was not made in a line of bearing in which all the ships should have reached the enemy's line together. It is on the contrary clear that some ships followed the flag-ships, though it was assuredly not Duncan's intention to attack in order of sailing.

The minutes of the court-martial¹ held on Captain Williamson, of the *Agincourt*, after the action, supply the necessary explanation. Captain O'Bryen, of the *Monarch*, states in his evidence that the line of bearing was never formed. He says, 'That signal appeared to me to have been generally misunderstood. The *Monarch* took her station as by signal directed, and left a space by quadrant for four ships,² which station was not filled but by the

¹ Courts-martial, vol. 82, Record Office.

² That is the *Powerful*, *Monmouth*, *Agincourt* and *Triumph*.

Triumph, who was the Commander-in-Chief's second, &c. &c.'

And later, in answer to the question, 'Do you think every ship in the British line could have found an opponent in the enemy's?' he says, 'I do think every ship in the British fleet might have found an opponent on that day, as we were sixteen ships to sixteen, and the Dutch fleet lying to leeward of us.'

The questions of the prosecutor and of the court throughout the trial tend to show that the gravamen of the charge against Captain Williamson was that he did not engage 'his opponent.' As to which ship that opponent was opinions seem to have differed.

The evidence of Lieutenant Renton, signal lieutenant of the Venerable, shows that the signal for the weather division to attack the enemy's centre was not made by the Admiral. It was hoisted by mistake on board the Venerable and hauled down immediately, but not before it was seen and noted on board the Monarch. The following is his account of the incident.

Question.—'Did not the order for attacking the centre and rear of the enemy change the position of the fleet, and make the rear the van?'

Answer.—'There was no signal made for attacking the centre; the signal was made for the English van to attack the enemy's rear.'

Question.—'Was there not a total change by the signals of the English fleet—the van for the rear and the rear for the van?'

Answer.—'It might be understood, as the signal was made for the English fleet ¹ to attack the rear of the enemy, that it was also meant for our rear to

¹ English van must be meant.

attack their van, though the signal for inverting the line never was made.'

Question.—'Was not the signal No. 39 made, and for what purpose?'

Answer.—'It was made but hauled down instantly, being a mistake.'

Question.—'Was there not an annulling signal, and was that not made after No. 39?'

Answer.—'There is such a signal but it was not made.'

This evidence entirely relieves Duncan from the imputation of having changed his plan of attack at the last moment and thereby having confused his fleet. But it also shows that he did not anticipate Nelson in his tactics, that he never dreamt of concentrating his fleet on any part of that of the enemy, and he intended to attack as did Howe on the 1st of June, and was only prevented from so doing by a series of happy blunders on the part of those under his command. Duncan's despatch is clear enough. 'As we approached near, I made the signal to shorten sail in order to connect them; soon after I saw the land between Camperdown and Egmond about 9 miles to leeward of the enemy and, finding there was no time to be lost in making the attack, I made the signal to bear up, break the enemy's line and engage them to leeward, each ship her opponent; by which I got between them and the land whither they were fast approaching.' The concentration on the Dutch rear was thus wholly accidental, but its effect was most important. The four sternmost ships of the enemy's fleet were quickly overwhelmed, while the losses in men and material of the eight British ships which engaged them were comparatively small.

LIST OF SHIPS IN ADMIRAL DUNCAN'S FLEET.

Venerable, 74	Admiral Adam Duncan ; Captain William George Fairfax.
Monarch, 74	Vice-Admiral Richard Onslow ; Captain Edward O'Bryen.
Russell, 74	Captain Henry Trollope.
Montagu, 74	Captain John Knight.
Powerful, 74	Captain William O'Bryen Drury.
Triumph, 74	Captain William Henry Essington.
Bedford, 74	Captain Sir Thomas Byard.
Belliqueux, 64	Captain John Inglis.
Director, 64	Captain William Bligh.
Veteran, 64	Captain George Gregory.
Monmouth, 64	Captain James Walker.
Agincourt, 64	Captain John Williamson.
Ardent, 64	Captain Richard R. Burges.
Lancaster, 64	Captain John Wells.
Adamant, 50	Captain William Hotham.
Isis, 50	Captain William Mitchell.
Frigates.—Beaulieu, 40 . .	Captain Francis Fayerman.
Circe, 28	Captain Peter Halkett.
Sloop.—Martin	Captain Hon. Charles Paget.
Cutters.—Rose, King George, Active, Diligent.	
Lugger.—Speculator.	

VENERABLE

[The following log is taken from the copies of the logs of the ships engaged in the battle of Camperdown found in Vol. IV. of the Admirals' Journals at the Record Office.

Poor as this account of the action is, it is better than the remarks contained in the so-called Master's log-book, which in this case is a very badly kept journal, the tabular portion of the log being omitted. The *Venerable* took a most distinguished part in the action. She engaged to leeward of the *Vrijheid*, and while in that position received the fire of the *Staten Generaal* on the starboard side, the *de Vries* ahead and the *Wassenaer* astern.^{1]}

Log.—G. PATTERSON, Master.—Admirals' Journals, Vol. IV.

¹ D' *Vrijheid*, G. D. Bom.

VENERABLE—October 11th.

H.	K.	F.	Courses	Winds	Soundings Fathoms	Remarks
A.M.						
1	3		W by S	NW by N	13	At 2, tacked per signal.
2	3					
3	3		NE by N	NW by N		
4	3		NNE $\frac{1}{2}$ E		14	Fresh breezes and cloudy.
5	3	4				
6	4	6	NE $\frac{1}{2}$ N			At 7, tacked ship. At 8, saw 3
7	3	6	NE by E			strange ships supposed to be
8	4		W by N			men-of-war.
						Answered their private signal and
9						bore up.
10						Joined company H.M. ships,
						Russell, Adamant, Beaulieu and
11						Circe, frigates. Saw the Dutch
12						fleet.
						At 9, made the signal prepare for
						battle. Made several signals to
						the fleet.
Noon Latitude 52° 40' N. Longitude 4° 34' E. Camperdown east distance 12 miles.						

[illegible]

VENERABLE—continued.

H.	K.	F.	Courses	Winds	Soundings Fathoms	Remarks
A.M. 11 12 }			up North off N by E			Fresh breezes. Employed in refitting the rigging.
Noon Course east. Distance 15 miles. Latitude 52° 36' N. Longitude 4° 04' E. Texel N 39° E. Distance 11 leagues.						

SIGNALS.

H.M.	No.	By whom made	To whom addressed	Signification
A.M. 9	10	Venerable	Fleet	To give battle. ¹
9.22	48	Do.	Line	Starboard. ²
9.26	17	Do.	Do.	Alter course SSE.
9.38	48	Do.	Do.	To form NE and SW.
9.50	67	Do.	Do.	Make more sail.
9.58	67	Do.	Isis and Lancaster	Make more sail.
10.	16	Do.	Russell	Steer one point to starboard.
10.4	67	Do.	Isis	Make more sail.
10.5	16	Do.	Fleet	Steer south.

¹ Prepare for battle.² Form on the starboard line of bearing.

10.15	{two 7 guns}	Do.	Do.	To chase.
10.24	35	Do.	Do.	To engage the enemy as arriving up.
10.33	67	Do.	Beaulieu	To make more sail.
10.35	68	Do.	Belliqueux	[Ships astern to make more sail.]
11.	71	Do.	The van	To shorten sail.
11.2	66	Do.	Fleet	One reef, topsails.
11.8	48	Do.		Starboard line bearing.
11.11	81	Do.	Do.	Come to the wind together on the starboard tack.
11.17	95	Do.	Do.	To take station in the line, as pennants thrown out (preparative).
11.29	87	Do.	Ships to windward	To close.
11.30	36	Do.	Fleet	Each ship to engage her opponent.
11.35	14	Do.	Do.	Bear up and sail large.
11.40	41	Do.	The van	To attack the enemy's rear.
11.53	34	Do.	Fleet	To pass through the line and engage the enemy to leeward.
11.55	68	Do.	Sternmost ships	To bear down.
P.M.				Close action.
12.5	5	Do.		
12.10	17	Do.	{ Belliqueux, Adamant and Isis }	[Alter course to port to point indicated.]
12.20	14	Do.	Fleet	To bear up.

NORTH SEA FLEET.

Repeaters		Ships	Captains	Guns
Beaulieu	Larboard or lee division	Russell	Henry Trollope	74
		Director	William Bligh	64
		Montagu	John Knight	74
		Veteran	George Gregory	64
		Monarch	{ Vice-Admiral Onslow, Esq. E. O'Bryen }	74
		Powerful	W. O. Drury	74
		Monmouth	Jas. Walker	64
		Agincourt	John Williamson	64
		(Richard Onslow, Esq., Vice-Admiral of the Red)		
Circe, and Martin sloop	Starboard or weather division	Triumph	W. H. Essington	74
		Venerable	{ Admiral Dun- can, Esq., Wm. George Fairfax }	74
		Ardent	R. R. Burges	64
		Bedford	Sir Thos. Byard	74
		Lancaster	John Wells	64
		Belliqueux	John Inglis	64
		Adamant	William Hotham	50
		Isis	Wm. Mitchell	50

The action commenced 40 minutes past 12 P.M., and ended at 3 P.M. Captured several of their ships with their Admiral and Vice-Admiral.

MONARCH

[The log of the Monarch, though greatly superior to that of the Commander-in-Chief's flag-ship, does not give a good account of the action. More details are to be gathered from the very complete signal log which follows.]

Log.—THOMAS WHIDDON, Master.—Official No. 2799.

October 11th.

A.M.—Fresh breezes. Admiral N by W. $\frac{1}{2}$ past one, tacked ship per signal. Fleet in company. Squally with rain. $\frac{1}{2}$ past 6, tacked per signal. At $\frac{1}{2}$ past 7, discovered the Russell, Adamant and Beaulieu to leeward with the signal for the enemy on the SSW. Answered it and bore up. At 9, discovered the enemy's fleet bearing as above. Do. prepared ship for battle and made all sail for them, they being formed in a line of battle. 16 ships of two-decks, 4 frigates and 5 brigs. At noon, passed the enemy's line and began to engage the Vice-Admiral's ship to leeward.

P.M.—Moderate breezes and cloudy weather. In close action with the Vice-Admiral. Returned the fire of a Dutch brig, who sunk. At $\frac{1}{2}$ past 1, the Dutch Vice-Admiral struck. At $\frac{3}{4}$ past 1, sent Lieut. Rider on board to take possession of the prize. The boat returned with the Dutch Admiral. She proves to be the Jupiter of 76 guns. All the Dutch ships in our rear had struck their colours. Employed in sending men on board the prize and receiving prisoners. At $\frac{1}{4}$ past 2, observed a Dutch line-of-battle ship to windward on fire. At $\frac{1}{2}$ past 2, the Dutch Commander-in-Chief dismasted, but still firing. At $\frac{3}{4}$ past 2, the Montagu lying to to windward. At 3, the Dutch Admiral struck to the Venerable, when all firing ceased. Observed that 9 or 10 of the enemy's ships had struck their colours, the rest of their fleet made sail for the . Do. Wore ship. The Dutch land in sight all the action, distance 3 leagues. Employed knotting and splicing. Bent a new main topsail, the old one shot to pieces. Carpenters employed stopping of shot holes and other necessary jobs.

October 12th.

A.M.—At 6, wore and stood towards the Admiral. At $\frac{1}{4}$ past 8, wore under the Admiral's stern and cheered him. Do. hove to in company with the fleet and prizes. Variously employed in securing the mast, rigging, &c. &c. Mustered ship's company. Found 35 to be killed and 95 wounded.

October 11th.

CAMPERDOWN

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Compass Signal	No. of Signal	M H.M.	By whom	To whom	Purport	P.M. or A.M.	Day or Night	An- swered H.M.
WNW	78	6.15	Venerable	General	Tack.	A.M.	Day	6.18
	141	6.20	Do.	Triumph	Look out as denoted.			6.22
SW by W	68	7.15	Monarch	Monmouth	Make more sail.			7.18
	4	7.18	Do.	Montagu	Keep your station.			7.20
	68	7.40	Do.	Do.	Make more sail.			7.42
		7.40	Ardent	Venerable	4 strange sail.			7.42
Tab.	14	7.55	Venerable	General	Bear up and sail large.			7.57
	1	8.	Russell	Venerable	Enemy in sight.			8.1
Tab.		8.8	Do.	Do.	To speak the Admiral.			9.25
	36	8.30	Circe	Do.	Enemy 16 sail of the line.			8.33
2 guns	68	8.35	Venerable	General	Ships astern make more sail.			8.40
	10	8.50	Do.	Do.	Prepare for battle.			8.52
	47	9.5	Do.	Circe	Come within hail.			9.7
	101	9.10	Do.	Russell	Close near the Admiral.			9.12
	48	9.15	Do.	General	Form the line on star-board bearing.			9.20
SSE	17	9.21	Do.	Do.	Alter course to port as denoted.			9.28

SIGNALS—*continued.*

Compass Signal	No. of Signal	Made H.M.	By whom	To whom	Purport	P.M. or A.M.	Day or Night	An- swered H.M.
NE & SW	48	9.33	Venerable	General	Form line on starboard bearing NE and SW	A.M.	Day	9.36
	67	9.46	Do.	Do.	Make more sail.			9.47
	17	9.48	Do.	Russell	Alter course to port, hauled down (not answered).			9.49
	67	9.53	Do.	Lancaster and Isis	Make more sail.			9.54
	16	9.54	Monarch	Director	Alter course to star- board.			9.56
	16	9.55	Venerable	Russell	Do. do.			9.57
	16	9.58	Monarch	Veteran	Do. do.			9.59
	67	9.59	Venerable	General	Make more sail.			10.0
South	16	10.3	Do.	Do.	Alter course to star- board, south.			10.7
2 guns	7	10.12	Do.	Do.	Chase.			10.17
	35	10.18	Do.	Do.	Take stations and en- gage as you come up.			10.20
	67	10.29	Do.	Beaulieu	Make more sail.			
	71	10.55	Do.	General	Shorten sail, preserv- ing same order.			10.57
	66	11.	Do.	Do.	Take in 2 reefs.			11.1
	48	11.2	Do.	Do.	Form the line on star- board bearing			11.4

Prep.	15	11.12	Do.	Do.	Bring to.	11.14
	95	11.15	Do.	Do.	Prepare to take stations as pennants are shown. ¹	11.17
	95	11.17	Do.	Powerful	Do. first on the line not answered.	
	95	11.18	Do.	Director	Do. second.	11.19
	87	11.23	Do.	General	Ships to windward keep in Admiral's wake.	11.25
	36	11.25	Do.	Do.	Each ship steer for and engage her opponent.	11.28
	14	11.29	Do.	Do.	Bear up and sail large.	11.35
	41	11.36	Do.	Lee Division	Engage enemy's rear.	11.37
	39	11.37	Do.	Weather do.	Engage centre of enemy.	11.40
	16	11.42	Monarch	Montagu, Russell & Veteran	Alter course to starboard.	11.47
	34	11.47	Venerable	General	Having weather gage pass through the line	11.49

¹ It is impossible now to ascertain with what intention this signal was made. Perhaps Duncan wished to arrange his line in order to oppose his more powerful ships to their equals in the enemy's fleet, but found that time would not admit of any changes in the line.

SIGNALS—*continued.*

Compass Signal	No. of Signal	Made H. M.	By whom	To whom	Purport	P. M. or A. M.	Day or Night	An- swered H. M.
	68	11.49	Venerable	General	and engage them to leeward.	A. M.	Day	11.51
	64	1.40	Monarch	Montagu	Ships astern make more sail.			1.45
	41	1.46	Do.	Do.	Stay by prizes.	P. M.		1.48
	64	1.54	Do.	Agincourt	Engage enemy's rear.			1.57
	47	2	Do.	Beaulieu	Stay by prizes.			2.4
	68	2.5	Do.	Montagu	Come within hail.			2.7
					Make more sail. Mon- tagu then under top- sails.			
		2.10	Do.	Hazard cutter	Come within hail. Not answered at			2.30
		2.12	Do.	Active do.				
	47	2.30	Do.	Martin	Do. do.			2.33
Tab.	53	2.30	Montagu	Venerable	Having gained sound- ings under 10 fathoms.			
	7 & 40	2.40	Monarch	Montagu	Chase and engage the enemy's van (hauled down not answered at 2.48, Montagu fil- ling her main topsail.)			
NNW	7	2.52	Do.	Russell	Chase as denoted			

						miral.		
	10	3.20	Do.	Do.		Prepare for battle.	3.22	
	100	3.23	Do.	Do.		Wear, sternmost ships first.	3.25	
Tab.	11	3.27	Agincourt	Venerable		In condition to renew the action.	3.37	
Do.	48	3.40	Adamant	Do.		Inability.	3.48	
ENE	64	3.41	Monarch	Triumph		Stay by prizes.	4.25	
	100	4.15	Do.	Lancaster		Wear, hauled down, not answered about	4.35	
	171	4.33	Venerable	General		Take ships in tow.	4.36	
	47	4.35	Monarch	Adamant		Come within hail.		
	9	4.37	Ardent	Venerable		Distress, in want of immediate assistance.		
	130	4.40	Monarch	Lancaster		Assist ships making signals of distress, hauled down not answered at	4.57	
	78	4.58	Do.	Adamant		Tack.	5.	
	47	5.	Do.	Russell		Come within hail.	5.4	
	47	5.7	Do.	Do.		Do.	5.12	
<i>October 12th.</i>								
	100	6.15	Venerable	General		Wear.	6.30	A.M.
	64	6.35	Monarch	Hazard		Come within hail.	6.39	
		7.3	Venerable	Bedford		Stay by prizes.	7.12	
		7.5	Do.	King George		Come within hail.	8.10	
		7.18	Do.	Beaulieu		Do.	7.19	

SIGNALS — continued.

Compass Signal	No. of Signal	Made H.M.	By whom	To whom	Purport	P.M. or A.M.	Day or Night	An- swered H.M.
	171	7.3 7.4	Venerable Do.	Bedford Triumph & Montagu Venerable	Alter course to port. Tow ships denoted.	A.M.	Day	7.37 7.47
	6	8.30	Beaulieu		Not in want of assist- ance.			
		8.33	Venerable	Beaulieu	Your signal is not dis- tinct.			8.36
E by N		8.40	Beaulieu	Venerable	Enemy as denoted.			8.45
Do		8.49	Do.	Do.	Enemy 8 in number.			9.55
Private.	100	10.23	Venerable	General	Wear.			10.28
	48	10.28	Monarch	Venerable	Inability.			10.32
	9	10.29	Venerable	General	Recall.			10.43
NE	171	10.36	Monarch	Director	Tow prize as denoted.			10.42
	100	11	Venerable	Montagu	Wear.			11.1
NW	171	11.59	Monarch	Isis	Take prize in tow as denoted, repeated with a gun.			12.
	100	10.58	Monarch	Jupiter prize	Wear.	P.M.		11.6
	9	10.34	Do.	General	Recall all cruisers.			10.49
<i>October 13th.</i>								
		3.10	Venerable	Active	Come within hail.	A.M.		3.13
Prep.	100	3.50	Monarch	Jupiter	Prepare to wear.			
Do.	8	3.53	Venerable	General	Prepare to anchor.			3.58

RUSSELL

Log.—THOMAS TROUGHTON, Master.—Official No. 2896.

October 10th.

P.M.—Light breezes and hazy. Made the signal to bring to with the squadron. At 12, the centre of the Dutch fleet SSE 3 miles.

October 11th.

A.M.—Moderate and cloudy. At 7, made the signal for the Circe to look out NE. At 5 minutes past 7, saw a strange fleet in the NE. At 8, the Circe made the signal of having noticed the Admiral. The strange fleet proved to be Admiral Duncan. The Circe made the signal for an enemy in sight; the Dutch fleet S by W 4 miles, and English fleet NE by N 6 or 7 miles. Made the signal to speak the Admiral. $\frac{1}{2}$ past 9, the Circe hailed us and said it was the Admiral's orders that the Russell was to lead. 45 minutes past 9, the Admiral made the signal for ships in the NE to recall from chase and the fleet to make more sail. 55 minutes past 9, the Admiral made the Lancaster's signal to make more sail. 5 minutes past 10, the Admiral made the signal for the fleet to alter course to starboard and steer south. 13 minutes past do., the Admiral made the signal for a general chase with 2 guns. 20 minutes past do., the Admiral made the signal to engage the enemy as arriving up with them. 10 minutes past 11, the Dutch Admiral hoisted his colours, the fleet brought to and formed the line. 37 minutes past 11, bore up and ran down towards the enemy's fleet. Admiral made the signal for the sternmost ship to make more sail. 55 minutes past 11, Admiral made the signal to engage the enemy as arriving up with them, do. for the larboard

division to engage the centre of the enemy, do. each ship to engage their opponent. 50 minutes past 11, the Monarch made the signal to alter course to port. At 12, Admiral Duncan hailed us and ordered us to engage the sternmost of the enemy.¹

P.M.—23 minutes past 12, the Admiral made the Belliqueux's signal to alter to port. Do. the Adamant. 37 minutes past 12, began the action and engaged the enemy's ship Delft, but seeing the Monmouth coming up astern left her, and came up alongside another ship and engaged her till she struck. Made sail. The Admiral made the signal for the whole fleet to engage closer, which we repeated. At 1, came up alongside the Dutch Vice-Admiral's ship Jupiter and engaged her until $\frac{1}{4}$ past 1, when we were hailed by her, and she said, 'Sir, you have the honour,' and hauled down his flag from the fore topgallant masthead and hauled down his colours. Hove to and boarded an enemy's ship. Received prisoners. At 3, discontinued the engagement. Employed repairing the running rigging, which was much shattered by the enemy's shot. Took the Delft, a prize, in tow.

October 12th.

A.M.—The fleet very much dispersed. At noon, Goree Church south 5 or 6 leagues.

P.M.—Fresh breezes and cloudy. Goeree Church SSE 3 leagues, the Delft in tow. Fresh breezes and cloudy. Found the hawser broke from the Delft's bows, and she was dropping astern. At 12, made the signal to wear, which was answered by

¹ If this is correct it shows how completely Duncan's signals were misunderstood. The Russell's station in the line should have placed her about a mile and a half from the flagship. But it is probable that the name Duncan is a mistake. The Russell was undoubtedly hailed from the Monarch to this effect.

the Delft. At 1 wore, but could not find the Delft. Ran to windward to look for her. Made and shortened sail occasionally. At 7, saw the Delft to leeward, bearing E by S ; bore up and ran towards her. Found the Agincourt had taken her in tow.

MONTAGU

[The following log is nearly illegible, but the matter is better than the writing and spelling.]

Log.—JAMES BLACK, Acting Master.—Official No. 2805.

October 11th.

A.M.—Between Camperdown and Egmond 4-5 miles from the shore. At 9, the signal was made for seeing the Dutch fleet. The Admiral made the signal in general to make sail. At 10, our signal to steer for the second ship in the van. At $\frac{1}{2}$ past do., our signal to engage the rear. At 11, Captain Bright spoke Captain Trollope, of his Majesty's ship Russell, and told him his station in the line of battle. The Admiral made the general signal to shorten sail and prepare for battle. At noon, the nearest ship in the rear to us SW distant $1\frac{1}{2}$ mile. At noon, Gravesend steeple S by E per compass 6 or 7 leagues.

P.M.—The first part squally with rain. At 1, an enemy's ship hove all in the wind close by us. Bore up upon her larboard bow and just cleared him, when near her she fired into us. When close alongside gave her a broadside from the lower gun deck. She fell out of the line. Seeing she had not struck, tacked and stood towards her, but seeing us do so, she struck to us ; one of our frigates being near us, tacked and stood in to the action and left her to the frigate to take possession of her. Stood along the enemy's line and gave

them our fire. Passed two ships that had struck. Spoke the Admiral-in-Chief. Orders us to go to the Admiral de Winter's ship, as there was several of the enemy ships moving to cut him off although she struck. Sent a lieutenant on board another ship that had struck close by to take possession of her. A frigate in tow the Admiral's ship. At 9, got the frigate in tow with the prize. The fleet and our Admiral out of sight. Five sail of the enemy's ships close by.

October 12th.

A.M.—At day, saw our Admiral and seven of our squadron ships (?) separate.

POWERFUL

Log.—JOSEPH WILLIAMS, Master.—Official No. 2886.

October 11th.

A.M.—At 7, tacked ship. Saw the enemy's fleet. 10, bearing down on the enemy's line. Let a reef out of the topsails. At noon, signal No. 95 by Admiral Duncan to exchange stations in the line. Took our station immediately as second to the Vice-Admiral close on his starboard beam. Fresh breezes and cloudy. Bearing down on the enemy's line.

P.M.—At $\frac{1}{2}$ past 12, the Vice-Admiral cut through the enemy's line, close astern of the Dutch Vice-Admiral. At the same time cut through and opened a close fire on the Dutch Vice-Admiral's second astern and on a frigate on our lee bow. At 16 minutes after one, our opponent struck and the frigate hauled off. Made the signal to the ships astern that the enemy was not taken possession of. Loosed the mainsail, and set it, made sail along the enemy's line towards the van,

engaging as we passed them. Wore ship to support Admiral Duncan closely engaged in the van, opened our fire on the Dutch Admiral, as did another ship. At half-past 3, the Dutch Admiral being totally dismasted struck. The firing then ceased. At sunset, saw the land of Egmond. Employed knotting, splicing, &c. repairing the damages.

TRIUMPH

Log.—JAMES READ, Master.—Official No. 3081.

October 11th.

A.M.—21 sail bearing S by W, standing on larboard tack under easy sail. Made all sail per signal for general chase. $\frac{1}{4}$ past 11, shortened sail occasionally. Moderate and cloudy with showers, rain.

P.M.— $\frac{1}{2}$ past 12, Admiral Onslow began to engage the centre. About 1, Admiral Duncan engaged the van. We soon after fell in between two ships.¹ About 2, much cut up. Ship on larboard side sheered off, came up a fresh ship.² $\frac{1}{2}$ past 2, wheel shot away. Observed a Dutch ship on fire. Squally with rain. At 3, wind shifted. Paid her head round to southward. Saw the land. $\frac{1}{4}$ past 3, wore. Sounded in 9 fathoms and hauled on starboard tack. The action ceased. Observed several ships struck and some dismasted. At 4, employed knotting and splicing. Got down main and mizen topgallant masts and yards, cross-jack and mizen topsail yards. Struck mizen topmast to secure mizen mast. Sent an officer and men on

¹ The de Vries and Hercules according to Mr. Bom, who also states that the Triumph attempted to board the former ship (D'Vrijheid, p. 184).

² Probably the Cerberus (D' Vrijheid, p. 175).

board Hercules which had been on fire. Brought on board the officers and prisoners. At 5, Camperdown SE 4 leagues. Found $3\frac{1}{2}$ feet water in hold. Rigging masts and yards much wounded, 3 guns and 7 carriages disabled. At 8, light breeze and fair. Shifted the topsails.

October 12th.

A.M.—Do. weather. Employed as before. Kept 1 hand pump going. Got down fore topgallant mast and yard. Mustered ship's company. Found 30 men killed, 75 wounded. Bent another mainsail. Carpenters employed stopping shot holes, and making a platform for the wounded in gun-room.

BEDFORD

Log.—THOS. BYARD, Captain.—Official No. 2393.

October 11th.

A.M.—At 7, Admiral made signal to Triumph to look out NW $\frac{1}{2}$ W. $\frac{1}{4}$ after 7, tacked per signal. $\frac{1}{2}$ past, Admiral made signal for 3 strange sail. Joined the Russell and squadron. Saw the Dutch fleet to the southward on the larboard tack in the line of battle. $\frac{1}{4}$ past 10, Admiral made signal to bear up. Set topgallant sails. At $\frac{1}{2}$ past 10, out 2nd reefs and set studdingsails. Made all sail. At 11, shortened sail. In 2nd reefs topsails. Texel ESE 5 leagues. Fresh breezes and cloudy with rain.

P.M.—At $\frac{1}{2}$ past 12, passed the enemy's fifth ship in the van and began to engage the fourth. 40 minutes past 12, Admiral made signal to engage close. 55 minutes past 2, signal No. 101. Continued engaging till 3, at which time two of the enemy's ships struck abreast of us. 10 minutes

past 3, signal No. 10. 43 minutes past 3, signal No. 83. 10 minutes past 4, Bedford's to chase NE. At 5, Texel ESE 4 leagues. 5 minutes past 5, Bedford's signal to come to the wind on the larboard tack. A great number of men killed and wounded in the action. At 8, moderate and cloudy. Fleet and prizes in company. At 12, do. wind and weather.

October 12th.

A.M.—Light winds and clear weather. 6, Admiral made signal to close. 20 minutes past, Bedford's signal No. 69. 25 minutes past 6, our signal to chase E by S. 35 minutes past, signal No. 15. 50 minutes past 6, our signal with No. 9. Our signal to stay by prizes E by S. Made signal of inability. $\frac{1}{4}$ past 7, our signal to chase E by S. Made sail. $\frac{3}{4}$ past 7, signal to recall. Part of the Dutch fleet in sight. At 8, Texel E by S 4 leagues. At 10, wore ship. At 12, cloudy weather. Key down SE by E 5 leagues.

BELLIQUEUX

Log.—JOSEPH BEHENNA, Master.—Official No. 2405.

October 11th.

A.M.—The Admiral W by S 1 mile. Moderate and cloudy weather. Set the mainsail. Tacked ship per signal. Set topgallant sails. Half-past 6, answered the signal No. 78. Made and shortened sail occasionally. The Dutch fleet in sight. Got all ready for battle. At noon, formed the line. At noon, some part of the fleet came to action. Camperdown ESE 4 leagues.

P.M.—At a $\frac{1}{4}$ past 12, came to close action between two ships for an hour and a half, the one on the starboard side, a black ship, was then

silenced and dropped out of the line, and was succeeded in pretty near the same position by the Dutch Rear-Admiral, who engaged us the remainder of the action with the yellow-sided ship to windward, which struck and dropped astern. The Dutch Rear-Admiral in the latter part of the action ceased in his fire, hoisted his jib and fore topmast staysail and shot ahead of us. The first British ship we saw during the action was the *Venerable* in the act of wearing. The signal was made from her to close, which was about 12 or 15 minutes before the captain ordered the ship to be wore. After wearing, the captain ordered the yellow-sided ship above mentioned, which had struck to us, to be taken possession of, but observing the Dutch Commander-in-Chief's colours still flying, we ran alongside of him, and asked him if he had struck. He answered, 'Yes, send your boat on board.' Captain Inglis then ordered the boat to be hoisted out. The boat was over the side when the signal was made from the *Venerable* to prepare for battle. The boat was then placed on the booms again. The remainder part of these twenty-four hours, the people was employed in knotting, splicing, unbending and bending the sails, fishing the fore mast, and shifting the cross-jack yard, and sundry other necessary jobs. At noon, Camperdown bore E $\frac{1}{2}$ S 6 leagues.

DIRECTOR

[The account of the action given in the Director's log clears up many points which would otherwise be obscure, and makes the logs of the other ships somewhat more intelligible. From Captain Bligh's account it would appear that the Director alone had caused the surrender of the *Vrijheid*. When an enemy's colours were hauled down every ship who had been in action with her seems to have claimed that her fire had caused the surrender. The logs of the *Ardent* and *Powerful*, however, show that those ships had also

engaged the Dutch flagship, and there is no doubt that Duncan attacked her in his flagship at the beginning of the engagement. The Ardent, however, appears to have borne the brunt of the conflict. If the Director had encountered the *Vrijheid* before that ship had been so severely knocked about by the others, it is improbable that she would have escaped heavy losses.]

Log.—WILLIAM BLIGH, Captain.—Admirals' Journals, Vol. IV.

October 11th.

A.M.—At 7, the Ardent made the signal for 3 strange sail SW by W.¹ At 7.45, Admiral answered the private signal to the strange sail. The Russell showed her double pennants and made the signal for an enemy being in sight, consisting of 16 line-of-battle ships, 4 frigates and 2 brigs. At 8.30, bore up. At 9, the Russell made the signal for 16 sail of the line. At 9.10, signal for sternmost ships to make more sail. At 9.15, signal to prepare for battle. Saw a fleet to the southward. Cleared ship for action. At 11.18, Director's signal to lead. At 11.25, ships to engage their opponents. At 11.30, bore up for the enemy per signal. At 11.36, signal for the lee division to engage the centre of the enemy.² At 11.38, signal for the lee division to engage the rear of the enemy. At 11.47, the signal the Admiral means to pass through the enemy's line. At noon, Camperdown ESE 4 or 5 leagues. Our fleet standing down in two divisions for action. The Monarch, Russell, Director, and Montagu the headmost ships. The Monarch on our larboard beam, standing towards the Dutch Vice-Admiral. Admiral Duncan nobly leading his division towards the Dutch Commander-in-Chief. The enemy's line formed on a wind on the larboard tack about NE by E.

¹ Russell, Adamant, Beaulieu.

² The signal made by mistake was observed by the Director, though its import is incorrectly given.

P.M.—At 12.40, the *Monarch* (Vice-Admiral Onslow) began to engage the Dutch Vice-Admiral in a most spirited manner. At 12.45, we began with the second ship in the rear, the *Russell* having just begun before us with the sternmost ship, the rest of our division came on and on all sides there was a general firing. The Dutch gave way, and the ships became mixed, so that it required sometimes great caution to prevent firing into one another. The Dutch began to strike, and particularly one to us, but we engaged different ships, indeed I believe most all the enemy's rear received shot from different ships of ours. The Director was now advancing towards Vice-Admiral Onslow's ship, when we found the ship he was engaging had struck, and the rear of the enemy done up. It appeared to me now that some force was wanted in the van, as we saw five ships unengaged and apparently not hurt, and also the Dutch Commander-in-Chief without any ship of ours engaged with him. There was no time to be lost, as night was approaching, and as there were enough ships in our lee division about the rear of the enemy to take possession of them, I made sail (and passed the *Monarch*) engaging some of the centre ships, for I considered now the capture of the Dutch Commander-in-Chief's ship as likely to produce the capture of those ahead of him, and I desired my first lieutenant to inform the officers and men I was determined to be alongside the Dutch Admiral. At 3.5, we began the action with him, lying on his larboard quarter within 20 yards, by degrees we advanced alongside, firing tremendously at him, and then across his bows almost touching, when we carried away his fore mast, topmast, topgallant mast, and soon after his main mast, topmast and topgallant

mast, together with his mizen mast, and left him nothing standing. The wreck lying all over his starboard side, most of his guns were of no use, I therefore hauled up along his starboard side and there we finished him, for at 3.55 he struck and the action ended.¹ Admiral Duncan, who we knew had been severely engaged with the van of the enemy, had wore, and was now on the starboard tack standing from the shore about a half a mile to leeward of the Dutch Admiral. I therefore bore up to speak to him, when he hailed me to take possession of the *Vrijheid*, the ship we had just beaten, and I sent my first lieutenant on board in consequence. The Dutch Admiral, Mr. De Winter, was taken on board of Admiral Duncan, and as the captain could not be removed owing to a death wound, my first lieutenant sent to me the captain-lieutenant, who was next in command. As soon as the action ceased, my officers came to congratulate me, and to say there was not a man killed who they knew of, and of such good fortune I had no idea, for it passed belief. Before we got up with the Dutch Admiral, we had a share with the *Veteran* in making a Dutch ship strike, and we passed close to leeward of a Dutch ship of the line on fire. Our defects are, our fore yard shot away, topsail yard badly wounded, bowsprit shot through, the fore

¹ According to the Dutch accounts of the battle the *Vrijheid* never struck her colours. When the masts fell the ensign was shown on a spar; this was shot away, but was replaced with a blue Admiral's flag. This again was shot away, and there was nothing left to strike. An officer hailed from the *Montagu* and asked in good Dutch if she had surrendered, and an officer of the *Vrijheid* replied, 'What do you think about it?' The ship was then taken possession of, apparently by the Director, though the *Circe's* boat took Admiral de Winter to the *Venerable* (*D'Vrijheid*, p. 201).

topmast shot through the head, booms and boats shot through, stays, running rigging, and sails much cut.

October 12th.

A.M.—At daylight, Admiral Duncan WNW half a mile from us, in all 29 sail. The enemy, consisting of 11 sail of ships and brigs in shore bearing E by N. At 6, signal to close round the Admiral. At 6.10, signal to close round the Admiral. Employed refitting the rigging and getting the ship ready for service. Lowered the fore topgallant mast half-way down, and fished the fore topmast with it. At 7.30, observed two ships of the line in the E by S near the enemy's fleet. Bedford's signal to chase E by S. At 8, brought to main topsail to the mast. At 8.45, the Montagu and Circe passed us with the Liberty (Dutch Commander-in-Chief's ship) in tow. At 9, wore ship per signal. Fleet much scattered. At 10, received orders from Admiral Duncan to take a ship in tow that was near us. Wore ship. Soon after Admiral Onslow made our signal to take a ship in tow in the NE. Hoisted out a cutter and sent 31 seamen and 17 marines on board of the Egalité, 64-gun ship. About 11, took her in tow with the stream cable. Employed fishing the bowsprit and repairing the rigging. Received on board from the Egalité 50 prisoners. At noon, Egmond Beacon SE by E about 4 leagues.

October 13th.

From what we can see the Ardent is the most hurt in her rigging and sails. All the prizes in tow and the Commander-in-Chief's ship (the Liberty) in tow by the Montagu.

*Dutch Line of Battle.*¹

1. Gelijkheid . . .	64 (Egalité)	
2. Beschermmer . . .	54	
3. Hercules . . .	64	
4. Admiraal de Vries.	64	
5. Vrijheid . . .	74 (Liberty)	Admiral de Winter.
6. Staten-Generaal . .	74	Rear-Admiral Story.
7. Wassenaer . . .	64	
8. Leyden . . .	64	
9. Jupiter . . .	74	Vice-Admiral Reyntjes.
10. Haarlem . . .	64	
11. Alkmaar . . .	54	
12. Delft . . .	54	
13. Mars . . .	44	
14. Brutus . . .	74	Rear-Admiral Bloys van Treslong.
15. Batavier . . .	54	
16. Cerberus . . .	64	

¹ Mr. G. D. Bom gives the following list of the Dutch line of battle; the *Gelijkheid* was the leading ship.

1. Delft . . .	54	9. Batavier . . .	56
2. Alkmaar . . .	56	10. Wassenaer . . .	64
3. Haarlem . . .	68	11. Staten-Generaal . .	74
4. Jupiter . . .	72	12. Vrijheid . . .	74
5. Cerberus . . .	68	13. Admiraal de Vries .	68
6. Mars . . .	44	14. Hercules . . .	64
7. Leyden . . .	68	15. Beschermmer . . .	56
8. Brutus . . .	74	16. Gelijkheid . . .	68

Frigates.

Monnikendam . . .	44
Embuscade . . .	36
Waakzaamheid . . .	26
Minerva . . .	26
Heldin . . .	32

With four 18-gun and one 8-gun brigs (*D' Vrijheid*, 1781, 1797).

Frigates.

Monnikendam	36
Waakzaamheid	20
Embussade	32
Heldin	20

Brigs.

Two of 16	} guns.
Two of 8	
Two of 4	

VETERAN

Log.—EDWARD GROUNDWATER, Master.—Official No. 3094.

October 11th.

A.M.— $\frac{1}{2}$ past 2, tacked ship per signal. Fresh breezes and cloudy. Made sail occasionally. Admiral north 2 or 3 miles. At 7, made sail occasionally. Tacked per signal. Bore up to join some ships to leeward. At 9, joined his Majesty's ships Russell, Adamant, Beaulieu and Circe. $\frac{1}{2}$ past 10, beat to quarters. Made sail in chase per signal. Saw the Dutch fleet lying to in a line of battle with their heads to the eastward. At 11, shortened sail; $\frac{1}{4}$ past, brought to to starboard; $\frac{1}{2}$ past, the British fleet cheering and standing for the enemy. Moderate and hazy with rain. Admiral made the following signals general: viz. at 6, No. 78; at 8, No. 14; $\frac{3}{4}$ past 8, No. 68; at 9, No. 10 with a gun; at 9.20, No. 48 with a gun and No. 17 with SSE compass signal; at 9.40, No. 48 and NE and SW compass signals; at 9.55, No. 67; at 11, No. 35; at 11.10, Nos. 66, 48, and 81; at 11.15, Nos. 15 and 98 with preparative; at 11.30, Nos. 87 and 36; at 11.45, Nos. 14, 39, 41, 16, 34 and 68, all general.

P.M.—Standing along the enemy's line and engag-

ing them as we came up. Moderate with drizzling rain. 45 minutes past noon, the Vice-Admiral and his division commenced the action with the rear of the enemy. Admiral made the following signals : at 12, to engage, the *Belliqueux* and *Russell* to port in succession ; at 12.20, the *Belliqueux* to keep her station ; at 1.10, *Adamant* to engage ; 10 minutes past 3, we made No. 68 ; Admiral Nos. 101, 10, 100, 171 and 7 ; at 4, Admiral Nos. 109, 64, and 171. 10 minutes past 1, one of the enemy's ships of the line and a frigate struck. About 1 we stood into the enemy's line, firing our broadsides at such ships of the enemy as we could bring them to bear on. At 20 minutes past 1, perceived one of the enemy's ships on fire. The action appeared now to be general. 24 minutes past, supposed the enemy's Vice-Admiral from his flag being down to have struck. About 2, we was in close action with a ship of the line and a frigate. The former bore up, when we raked her till she struck and [she] proved to be the *Gelijkheid*. Stood on firing at such ships as had not struck. Observed shortly after such ships as had not struck endeavouring to escape. At 45 minutes past 2, the action ceased. Sounded occasionally in 10 and 9 fathoms. Egmond-aan-zee, SE by S, 4 leagues. Answered our signal to stay by prizes in the NE. Lost in the action 3 men killed and 25 wounded, 3 guns disabled and our sails and rigging much cut. Carpenters employed in stopping shot holes, ship's company in knotting and splicing the rigging. At 7, sent an officer with a party of men on board the *Gelijkheid*, and a petty officer and 10 men on board the *Vrijheid*, the Admiral de Winter's ship. The *Circe* took the latter in tow. Made and shortened sail occasionally. Standing to join the fleet. At 8, Egmond E by S. The Admiral WNW 4 miles, Montagu, *Circe*, and

two prizes in company. At 11, saw 9 sail of the enemy's ships bearing SW by S 3 or 4 miles. Spoke the Montagu and Circe.

October 12th.

A.M.—Light breezes and clear. In company as before. $\frac{1}{2}$ past 4, saw a ship to leeward apparently in distress. Bore up to her assistance, which proved to be the *Belliqueux*. Made sail and stood in company with her to join the fleet. $\frac{1}{4}$ past 9, Gravesand S by W, 5 leagues. Sounded in 11 fathoms. The remaining part of the Dutch fleet close in shore standing for the Texel. At noon, Scheveling S by E, 5 leagues. Still working towards the fleet.

October 13th.

At 12 [midnight], the prize's mainmast went over the side, and the people holloaing and making a great noise as if in distress.

October 14th.

A.M.—Captain consulted the officers what was best to be done, when it was given as an opinion to wear ship and continue her in tow until daylight. Wore ship accordingly. Strong gales and squally. At 1, came to the wind on the starboard tack. Out 4th reef main topsail. The ship not keeping to the wind, the prize lying like a log on our starboard quarter.

At 8, ditto weather. The prize still in tow. The people on board her showing a board with the words 'the ship is sinking.' Captain took counsel of all the officers what was best to be done, which was given as best to continue her in tow as no boat could be sent to her, it blowing so hard and sea so

high. Made the signal for immediate assistance. Several of the fleet in sight to windward, ahead and to leeward. At 10, ditto weather; reefed the main-sail. The prize got a boat out, which stove in in attempting. She got another out which they filled with men and put off to come on board. Hove to to take them up. $\frac{1}{2}$ past, they got safe alongside. Veered two lines which they might have a chance of taking up on board the wreck. At 11, more moderate. Hoisted out 3 boats and employed them in carrying men from the prize. $\frac{1}{2}$ past 11, the cable parted which we had her in tow with. At noon strong gales and squally.

P.M.—The 3 boats employed in taking the people out of the prize, then reported to have 12 feet of water in the hold and to be in a sinking condition. The captain consulting with the officers and pilots were unanimously of opinion that it was actually necessary for the preservation of his Majesty's ship that we should make sail. Hoisted in the boats, the prize being then 2 miles to windward of us.

$\frac{1}{2}$ past 3, saw the prize Delft sink.

October 15th.

A.M.—Mustered the people saved out of the Delft prize and found as under, viz. :—

Monmouth	.	.	36 men and officers.
Russell	.	.	15 do.
Veteran	.	.	18 do.
Prisoners	.	.	88 do.

MONMOUTH

Log.—JAMES MURRAY, Master.—Official No. 2807.

October 11th.

A.M.—At $\frac{1}{2}$ past 2, tacked as per signal. Set jib and fore topmast staysail. At 4, fresh breezes and cloudy weather. At 5, squally weather, in 2nd reef topsails. At 6, set mainsail. At 7, out 2nd reef fore and mizen topsails. Tacked as per signal. At 8, fresh breezes and cloudy weather. Saw Admiral Duncan make the private signal to some ships in the SW which appeared to be ships of war. Shortened sail to keep our station. At $\frac{1}{2}$ past 8, the Admiral made the signal to prepare for battle, cleared ship for action. At 9, made all sail to get into our station to form in the starboard line of bearing as per signal made by the Admiral. Saw in the SW several ships, apparently men-of-war. At 10 minutes past, set studdingsails, discovered the ships before mentioned lying to on the larboard tack, consisting of 15 sail of two-deck ships, 5 frigates and 5 brigs. At 50 minutes past 11, the Admiral made the signal for each ship to steer [for] and engage his opponent; bore up and steered for ours, which I considered to be the second ship in the rear of the enemy's line. At noon, Camperdown bearing ESE distant 4 leagues.

P.M.—At 15 minutes past 12, the Vice-Admiral began to engage, and broke the enemy's line, passing under a Dutch admiral's stern. At 20 minutes past, the second ship in the enemy's rear began to fire on us, which we returned, and passed through their line astern of our opponent engaging on both sides. The action now became general. At 50 minutes past 12, the Russell shot up

alongside the weather ship we were engaging and began to engage also, several of whose shot having struck us, we desisted firing for a time upon the enemy lest our shot might injure the Russell. The ship on our larboard bow, which we had been engaging for 50 minutes, having lost her main topmast and mizen mast, we hove all aback to engage the ship astern of her, and after having exchanged three broadsides with him, observing he kept away, bore round up, ran athwart his hawse, raked him, and backing alongside him to leeward engaged him very close for 40 minutes, when he struck to us and proved to be the Delft, of 66 guns and 375 men. Lowered down the cutter and sent the 1st lieutenant and men to take possession of her. Filled and shot to the before-mentioned ship, which had lost her main topmast and mizen mast, which after firing a few shot at, she bore up towards us and said she had struck. Soon after the Agincourt running athwart our hawse fired 2 shot into us. Hoisted out another boat and sent an officer and men to take possession of her. Found her to be the Alkmaar, of 56 guns and 350 men. People employed repairing the damages received in the action. At 7, made sail, the most disabled prize in tow. At the close of the battle, perceived that 8 sail of the line and a frigate had struck, among which was their Commander-in-Chief and their Vice-Admiral. During the action, perceived a Dutch line-of-battle ship on fire abaft. At 12, moderate breezes and cloudy; prize in tow.

October 12th.

A.M.—At 4, light winds and variable. At $\frac{1}{2}$ past 10, wore and lay to on the larboard tack. Sent the carpenters on board the prizes to stop their leaks.

At noon, saw the Church of Gravesant E by S distant 3 leagues. Prize in tow. Employed repairing the damages.

AGINCOURT

[The log of the Agincourt makes it appear that she rather distinguished herself than otherwise in the battle. It must be remembered that, according to the evidence for the prosecution at the court-martial on Captain Williamson, she was hove to for some considerable time a mile or so to windward of the Dutch fleet. This was denied by Captain Williamson and by the master. But, as the Court inflicted a heavy sentence on the former, and pointed out to the latter, while he was giving his evidence, the penalties to which witnesses guilty of perjury or prevarication were liable, it is clear that the Agincourt's account of the battle cannot be entirely trusted.]

Log.—PHILIP COX, Master.—Official No. 2278.

October 11th.

A.M.—At $\frac{3}{4}$ past 11, hove to and reefed as per signals 67 and 68. Sounded in 18 fathoms. Admiral W by N distance 2 miles. At 25 minutes before 12, answered signal No. 87. At 22 minutes before 12, answered signal No. 36. At 10 minutes before 12, answered signal No. 14. At 8 minutes before 12, answered signal 39, and at 5 minutes before 12, answered signal No. 41. Squally with small rain. Set the mainsail. Tacked ship and made sail. Answered signals 14, 68 and 11. Cleared ship for action. Set topgallant sails. Saw 22 sail of the Dutch fleet lying in order of battle. At 25 minutes before 12, answered signals as above.

P.M.—At $\frac{1}{4}$ before 1, the Monmouth and the ship ahead of her crossed us and run to leeward. At 10 minutes before 1, Vice-Admiral Onslow began the attack on the Dutch Admiral. At 1, we, in

the Monarch's wake, engaged a yellow-sided ship. 20 minutes past 1, the *Belliqueux*, being next astern and to leeward, came between us and the Dutch ship; finding our ships so crowding together and likely to damage each other, ceased firing and made sail to engage a black Dutch ship ahead. $\frac{1}{2}$ past, engaged the black ship right abreast and to leeward, our ships crowding up rendered it dangerous to fire any longer there; finding there was so many of our ships in the rear, hauled our wind in order to get ahead of the Dutch Vice-Admiral, set foresail and making sail, when the boatswain came aft and reported the fore mast gone. We then bore up to engage a Dutch black ship to leeward of us, but the Monmouth being to leeward of us and wearing, got up with her before we possibly could. The carpenter coming aft and reporting the mast would stand, we again hauled our wind, and fired into a yellow-sided ship with a Dutch flag flying, called the *Double Prince*. After some time, being reported she had struck, in the act of making sail for the purpose of joining the van, it was called out from the poop she had not struck, and meant to rake us; had brought our starboard side almost to bear upon her, when one of our ships on the starboard tack fired 2 shots at her. Turned up hands to make sail for the purpose of joining the van, when a large Dutch ship coming down before the wind, we beat to quarters and got the larboard guns cleared. The large Dutch ship ran aboard the other ship, and seeing us on her larboard bow, hailed us, and desired we would take possession of her. $\frac{1}{4}$ before 3, the firing ended in the Admiral's division. At 4, Admiral NW $\frac{3}{4}$ mile. At 7, wore ship. Admiral made signal No. 101. $\frac{1}{2}$ past 8, Admiral made the signal No. 171. $\frac{1}{2}$ past 10, backed and filled occasionally. Hoisted out 2 cutters

and pinnacle. Do. employed sending men on board the prizes and taking prisoners on board. Damages received in the action (viz.) 1 shot in the starboard side, 1 do. in the larboard do., 1 between wind and water, two foremost shrouds and fore mast much damaged, mizen mast wounded, a few shot through the sails.

ARDENT

[The Ardent seems to have found a very hot berth at the beginning of the action, and until relieved by other ships to have been in considerable danger. She was the first ship to engage the *Vrijheid*.]

Log.—Lieutenant PHILLIPS.—Admirals' Journals, Vol. IV.

October 11th.

A.M.—Squally. Answered the night signal to tack, and at $\frac{1}{2}$ past 2, tacked to the northward. Ditto weather. Venerable NNE one mile. Answered signal No. 78 and tacked to the westward. Made the signal for 3 strange sail in the WSW. At 8, answered No 14 and bore up. Answered signal No 10 to prepare for action, threw overboard such casks and lumber as we could not get down below. The Venerable made the signal to form the line on the starboard bearing. $\frac{1}{2}$ past 9, signal No. 17. 42 minutes, signal No. 48. At 56 minutes, signal No. 9. At 57 minutes, signal No. 67. At 59 minutes, signal No. 17 to Russell. At 4 minutes past 10, signal No. 67 to Circe. 6 minutes, No. 16 to Adamant. 10 minutes, No. 67 to Monarch. 12 minutes, signal No. 16 general. 23 minutes, signal No. 7 general. 26 minutes, No. 7 with two guns general. At 30 minutes, No. 35 general. 40 minutes, No. 67 to Beaulieu. At 42 minutes, No. 68 to sternmost ships. At 5 minutes past 11, signal No. 71 with 2nd divisional flag. At 8 minutes, No.

66 to Agincourt. At 14 minutes, No. 48 general. At 16 minutes, 81 general. At 17 minutes, 48 general. At 20 minutes, No. 15 general. At 22 minutes, No. 95 general. At 35 minutes, No. 87 general. At 36 minutes, No. 36 general. At 42 minutes, No. 14 general. At 44 minutes, No. 39 second division. At 45 minutes, to 2nd division. At 50 minutes, signal No. 64 general. At 53 minutes, signal No. 34 general. Captain killed in action. Master do.

P.M.—At 12 o'clock, signal No. 68 general. At 11 minutes, signal No. 5, our signal. 15 minutes, signal No. 17 to *Belliqueux* and *Isis*. At 21 minutes, No. 17 to *Belliqueux* and *Powerful*. At $\frac{1}{2}$ past, No. 4 *Belliqueux*. 33 minutes, No 17 to *Adamant*. 34 minutes, No 73 *Venerable* to *Powerful*. At 45 minutes past 12, the *Monarch* began to engage the enemy. At 49 minutes, our pennant and *Agincourt's* with No. 5. At 50 minutes, same signal with our pennant, and at 51 minutes, began engaging the Dutch Admiral's ship. At 5 minutes past one, Captain Burges was killed, and Lieutenant Phillips took the command of the deck. At 20 minutes past one, Mr. Dunn, the Master, was killed. About this time a second of the enemy's ships began firing upon us. About 2 o'clock, engaged with five of the enemy's ships, one with her jib boom over the taffrail, the Dutch Admiral's ship on the quarter. About 5 minutes before 3, the *Venerable* passed between us and the ships we were engaged with, the mizen mast being shot away, the fore topsail yard, jib boom, spritsail yard, and the standing and running rigging being totally cut away, the ship became unmanageable. Continued engaging the enemy with such guns as we could get to bear upon them. At $\frac{1}{2}$ past 3 o'clock ceased firing, some of the enemy's ships having struck and others of them

making sail from us. Wore ship. $\frac{1}{2}$ past 3, Admiral made the signal number 10 general. At 40 minutes past 3, Admiral made a general signal to wear ; made the signal of inability. At 45 minutes after 3, signal No. 109 general. At 47 minutes, signal No. 64. At 50 minutes, signal No. 171. At 5 minutes after 5, Vice-Admiral made signal No. 84. 10 minutes after 5, our signal. Answered do. At 11 minutes after 5, we made the signal for a surgeon. At 10 minutes after 5, Monarch made the signal for the Lancaster to take us in tow, which was not complied with. At 30 minutes after 5, we repeated the signal for a surgeon. At 35 minutes after 5, Monarch made signal 47 with Russell's pennant. At 30 minutes after 7, we made the signal for assistance, which was answered by the Beaulieu about 20 minutes after, who hailed us and sent on board a surgeon's mate. Employed clearing the wreck, burying the killed, securing the guns, &c., knotting and splicing the rigging, clearing the wreck of the mizen mast. Cut away the spritsail yard to save the bowsprit, and cut away the wreck of the fore yard and fore topsail yard to save the fore mast.

October 12th.

At noon, hazy weather, Admiral and fleet in company.

P.M.—Mustered the ship's company ; found 40 killed and 96 wounded.

LANCASTER

[The Lancaster's log is a curiosity of phonetic spelling. Mr. George Prowse was evidently a Devonshire man, and has written his log in West Country dialect, as the expression 'hailed she,' with reference to the Isis, shows.]

Log.—GEORGE PROWSE, Master.—Official No. 9118.

October 11th.

A.M.—The Admiral SW by S distant 1 mile. At 2, tacked ship as per signal. Down jib. At 4, the Admiral east 2 miles. At 7, tacked ship as per signal. At 8, signal for the enemy's fleet in sight. At $\frac{1}{4}$ past 8, bore up to S by W. At 9, out 1 reef of topsails. Answered signal No. 10. At 10, saw the fleet south standing with the larboard tack, 27 sail in number. At 47 minutes past 8, signal for to prepare for battle. At 15 minutes past 9, signal to form the order of battle. At 20 minutes past 9, to alter the course to port. At $\frac{1}{2}$, signal, to engage as you come up. At 40 minutes, to form the order sailing to (?)¹ to haul the wind with starboard tack. Signal to take in 2 reefs topsail. At 5 minutes past 11, general signal to bring to. Signal for the preparative for Director, Powerful, Veteran to come in the rear. At 20 minutes past 11, signal for each ship to engage her opponent. Signal to tack and make more sail. At $\frac{1}{4}$ past 11, thick rain followed wind. At 40 minutes past 11, each ship to engage her opponent. At 45 minutes past 11, signal to the stern ship to make more sail and to engage close. Hauled on board the fore tack.

P.M.—Fresh breezes and dark showery weather. At 44 minutes past, the action commenced by a smart fire by the Monarch, Vice-Admiral Onslow. Agincourt's signal for closer action. Ardent's do., ditto for general. At 49 minutes past 12, near the Isis, hailed she and said we was going to engage the ship ahead. Engaged. Received the fire from the ship to our starboard quarter and on the larboard bow, shot away cross-jack yard, spanker boom, backed the main topsail for fair [for fear of] firing into the Isis. Ordered the people to cease

¹ This part of the log is almost illegible.

firing, for that was one of our own ships, but could not stop them from firing. The opponent on the larboard quarter had struck and one on the starboard quarter. At 5 minutes past 2, wore ship and stood to the assistance [of the] Admiral. Engaged on both sides, passed to the leeward of the enemy's line and engaged. The Rear-Admiral passing our ship struck. At 20, she was on fire on the fore chains. At 50 minutes past 3, the *Circe's* signal to take possession of the distressed ships. John Holly, James Valentine, James Wilkinson killed in action. Received 3 shot in the fore mast, one in the main mast, main spring stay and 4 shrouds, 3 fore shrouds, spanker boom, cross-jack yard, fore topsail sheet, mizen topsail sheet, main braces and bowlines. Main topgallant halyards. Three men killed and 6 wounded. The people employed knotting and splicing the rigging.

ADAMANT

[The *Adamant's* station in the line was next ahead of the *Isis*, but she was ordered on joining the fleet on the 11th to take station astern of the *Russell*. The *Alkmaar* was therefore her opponent. She appears to have passed on to the *Haarlem*. Mr. Bom credits her with having broken the line between the *Wassenaer* and *Batavier*, but under the circumstances it is probable that some other ship was mistaken for the *Adamant*.]

Log.—WALES CLODD, Master.—Official No. 2289.

October 11th.

A.M.— $\frac{1}{2}$ past 7, made the signal for a fleet NE. Repeated No. 9 to the *Beaulieu*. Made sail. $\frac{3}{4}$ past 9, observed the enemy's fleet forming the order of sailing, bearing S by W 4 or 5 miles. Joined company with Admiral Duncan's fleet, consisting of 14 sail of the line. At 10, bore up and made sail, as did the fleet. $\frac{1}{2}$ past, spoke H.M.S.

Circe, who ordered us to take our station astern of the Russell. $\frac{1}{4}$ past 11, shortened sail and took 2 reefs in the topsails per signal. At noon, fresh breezes and hazy. Running down towards the Dutch fleet, which were forming the line on the larboard tack.

P.M.—Moderate breezes and cloudy. 10 minutes past 12, in 3rd reef the topsails. $\frac{1}{2}$ past, out 3rd reef. Set topgallant sails and driver. Standing down to the enemy. 40 minutes past 12, Admiral Onslow began to engage the Dutch Vice-Admiral. At 1, began firing on the enemy's ships and continued till 40 minutes past 2, when we observed 4 sail of the line and a frigate had struck to us and our ships in the rear; had the fore topsail yard shot away with sundry of the topmast and topgallant rigging. At 3, answered the signal to stay by prizes. Out boats and took possession of the Haarlem. Sent the 1st and 4th lieutenants, 1 petty officer, and 63 seamen and marines on board her. Employed getting up fore topsail yard, replacing rigging. Received from the Haarlem 76 prisoners. At 5, answered our signal to come within hail of the Monarch. $\frac{1}{2}$ past 6, spoke do., who told us to stay by the Haarlem. At 7, bent fore topsail and set do. At 10, in boats. At 11, took the Haarlem, 68 guns, in tow and made sail. Light breezes and cloudy weather.

October 12th.

A.M.—Moderate breezes and cloudy. 6. Out 2nd reef the topsails and made all sail. Saw the greatest part of the fleet in the SE quarter with several of their prizes. Employed variously, cleaning ship, &c. Tacked ship, fresh breezes and cloudy. Haarlem in tow. H.M. ships Russell and Monmouth to leeward with their prizes in tow, the Monnikendam, Dutch frigate, in company.

ISIS

Log.—Admirals' Journals, Vol. IV.

October 11th.

A.M.— $\frac{1}{2}$ past 2, tacked ship. Sounded 14 fathoms. Do. weather, the Admiral NE by N. Made and shortened sail occasionally. Tacked ship. At 7, the Admiral made the signal No. 78. At 10, the Admiral made the signals Nos. 1 and 17, repeated do. $\frac{3}{4}$ past 10, made the signal No. 48. At 11, made the signal No. 27, and compass signal to alter course to SE. 9 m. past 11, to ESE. 10 m. past 11, signal No. 16. At 13 m. past 11, compass signal to alter course to south. At 15 m. past, No. 7. At 19 m. past, No. 68. At 24 m. past, No. 35. At 26 m. past, No. 71. At 28 m. past, No. 66. At 29 m. past, No. 48. At 30 m. past, No. 81. At 31 m. past, No. 15. At 34 m. past, No. 95. At 35 m. past, No. 87. At 36 m. past, No. 36. At 44 m. past, No. 14. At 55 m. past, No. 61. At 56 m. past, No. 34. At 12, No. 5.

P.M.—At 50 minutes past 12, the action began to leeward. At m. past 12, the Admiral made the signal No. 5. Saw Admiral Onslow engage the Dutch Vice-Admiral, and at 15 minutes past 1, the two fleets were engaging. At $\frac{1}{2}$ past 1, perceived a Dutch line-of-battle ship with her poop on fire, and she kept engaging some time in that condition, and fired a number of shot at us. She then fell off before the wind. At 2, a Dutch line-of-battle ship¹ struck to us, after engaging us nearly one hour. I sent a boat on board (with Lieutenant Wm. Lamb and a few men) to take possession of her. We kept engaging the enemy's ships as coming up with them. $\frac{1}{2}$ past 2, saw the Dutch Admiral's ship dismasted,

¹ The Admiraal de Vries.

still keeping firing in that situation for some time, and perceived several of the Dutch ships striking their colours and endeavouring to get away. They were followed by a few of the English ships, and some of them taken possession of. At 3, the fleets left off engaging, and at 15 minutes past 3, the Admiral made the signal No. 101. At 48 m. past 3, No. 100, and at 5 minutes past 4, the Admiral made the signal No. 83, and saw our prize's main mast go over the side. During the action we had 2 men killed, the 2nd lieutenant [of] marines, two midshipmen and 18 men wounded, our mizen topmast shot away, fore and main braces, mizen stay and several shrouds and back stays. Boats and sails much damaged, small bower anchor broke by a shot, coppers rendered useless, a number of shot in our hull, and lost our jolly-boat by the squally weather.

October 12th.

A.M.—10. I went on board the Admiral. At 11, returned and made sail to take the prize in tow. In company with the fleet.

BEAULIEU

Log.—JOHN OSMAN, Master.—Official No. 2395.

[Extracts from the Beaulieu's log from the time she sighted the Dutch fleet are here given. The full log begins at midnight on the 10th of October.]

Sunday, October 8th.

12.30 A.M.—Saw a strong fleet in the NE quarter. Spoke the Russell. At daylight the body of the enemy's fleet east 2 or 3 miles.

6 P.M.—Enemy's fleet from NE to E by N.

Monday, October 9th.

6 A.M.—Body of enemy's fleet NE $\frac{1}{2}$ E.

9 P.M.—Body of enemy's fleet S by E 2 miles.

Tuesday, 10th.

Noon.—Enemy's fleet S by E 5 or 6 miles.

P.M.—At 12, light breezes and clear. Enemy's fleet SE by S 3 miles.

October 11th.

A.M.—At 4, fresh breezes and clear. $\frac{1}{4}$ past 7, tacked ship. At 8, the ships to windward made the signal for a fleet to windward. At $\frac{1}{4}$ past 8, made the signal for the enemy's fleet in sight. At 9, joined company Admiral Duncan and the fleet under his command. In 2nd reef topsails. Set topgallant sails and foresail. In topgallant sails. Camperdown ESE 4 or 5 leagues.

P.M.—Moderate breezes and squally weather with rain at times. 46 past noon, the rear of the fleet began the action. 47 past noon, Admiral Duncan commenced firing. At 1, observed a Dutch frigate to leeward, bore up for her and made sail. 28 minutes past 1, the Dutch Admiral struck. 30 minutes past 1, the Dutch frigate struck. Proved the Monnikendam.¹ Hove to and out boats. Sent 36 men and a lieutenant to take possession of her. Received on board 80 prisoners in boats and made sail for the fleet. 3 minutes past 3, the fleets ceased firing. $\frac{1}{2}$ past 9, spoke the Ardent. Lowered down the jolly-boat, and sent the surgeon's mate on board her at 10 in jolly-boat.

¹ According to Mr. Bom the Monnikendam took a more important part in the action than usually falls to the lot of a frigate. Among other exploits it is stated that her fire caused the Russell to desist from her attack on the Delft. The Russell does not seem to have observed this (D' Vrijheid, p. 172).

October 12th.

A.M.—Light breezes and hazy weather. At 4, moderate breezes and squally weather. At 6, spoke the Monarch. Out 3rd reef of the topsails. $\frac{3}{4}$ past 7, bore up and spoke Admiral Duncan. Fresh breezes and squally weather. At 11, tacked ship.

P.M.— $\frac{1}{2}$ past noon, tacked ship. At 1, up courses, down jib and hove to. $\frac{1}{4}$ past 1, lowered down the jolly-boat and the captain went on board the Monarch. $\frac{1}{2}$ past 3, up jolly-boat. Wore ship. Set the foresail and topgallant sails. $\frac{1}{2}$ past 8, wore ship and up foresail. $\frac{1}{2}$ past 9, spoke H.M. ship Endymion, who informed us she had been in action with the enemy and wished us to keep her company till morning, in hopes of falling in with the enemy again. Answered in the affirmative. $\frac{1}{2}$ past 12, backed the main topsail.

CIRCE

Log.—ROBERT DAVISON, Master.—Official No. 2489.

October 11th.

A.M.—At 12, moderate and cloudy. Enemy's fleet S by E 5 miles. Squadron in company. At 7, answered our signal to look out NE. Made sail. $\frac{3}{4}$ past 7, saw a fleet ahead. The Russell made the signal for a strange fleet. At 8, observed the fleet to be English. Fired a gun. Made the signal to them for an enemy in sight bearing S by W. Hoisted a weft at the fore topgallant masthead to speak the Admiral. 40 minutes past 8, we made the signal the enemy's fleet were 16 ships of the line. Venerable made our signal to pass within hail. Tacked ship and spoke her. The Admiral ordered us to hail the Russell, and order her to lead in

battle and the Adamant astern of her,¹ and the Beaulieu to fall in where an opportunity offered. Spoke them and gave them the orders. Then we bore up and joined the Admiral. Cleared ship for action. The enemy's fleet ahead lying to in a line of battle. Squally and showers of rain. Egmond SSE 9 miles.

P.M.—Fresh breezes and squally weather with rain. The enemy's fleet lying to in a line of battle to leeward. At 5 minutes past 12, the Vice-Admiral and several other ships began the action upon the enemy's centre and broke through their line. At 45 minutes past one, we observed 4 of the enemy's ships had struck their colours. Bore up occasionally to close with the Admiral. 13 minutes past 2, observed one of the enemy's ships on fire and one more had lost her main mast. Land in sight, bearing ESE 4 or 5 miles. $\frac{1}{2}$ past 3, the action ceased. Bore up and spoke the Admiral and inquired if he had any commands for us. He ordered us to take the disabled ship in tow. Made sail for the Dutch Admiral's ship. Sent an officer on board and took possession of her and carried Admiral de Winter on board the Venerable. $\frac{1}{2}$ past 7, got her in tow. Proved to be the *Liberté* of 74 guns, totally dismasted, her captain and 250 men killed and wounded. In taking her in tow lost a 4-inch hawser, 3 hatchets and a Union Jack, which were all left on board the prize. The Director sent a lieutenant and took charge of the prize. At 8, obliged to cut away the six-oared cutter with all her masts, sails and oars. Egmond ESE 4 or 5 miles. At 11, saw 8 sail of the enemy's fleet SSW. $\frac{1}{2}$ past 11, made the signal to the weathermost ships for seeing a superior force of the

¹ The Russell and Adamant had probably not received the order of battle given out on October 7.

enemy. $\frac{3}{4}$ past 11, the enemy wore, and hauled their wind. Took in the signal, it not being answered. At midnight, moderate and cloudy. Venerable's light NW by W. The prize in tow.

October 12th.

A.M.—At 1, a cutter hailed us, sent from the Admiral to know why there had been false fires burnt in the rear. At 3, the Montagu took us in tow. At 6, answered the signal to close. $\frac{1}{2}$ past 7, wore ship to join the fleet. At 8, light breezes and clear weather. Fleet in company and prize in tow. $\frac{1}{2}$ past 10, cast off the Montagu's hawser. At 11, wore ship. Prize in tow. At noon, cast off the prize, the Montagu took her in tow. Made sail to close with the Admiral. Fleet and prizes in company.

MARTIN

Log.—EDWARD PEARSON, Master.—Official No. 2766.

October 11th.

A.M.—Burnt a blue light and repeated signal to tack. $\frac{1}{2}$ past 2 tacked, fleet in company. Moderate and cloudy. Admiral E by S distant $5\frac{1}{2}$ miles. At 7, repeated signal to tack and tacked ship. Moderate and cloudy. Admiral S $\frac{1}{2}$ E, distant $1\frac{1}{2}$ miles. 20 minutes before 9, bore up per signal and joined by two line-of-battle ships and 2 frigates. Saw the enemy's fleet in the SSW, 34 sail in number. Repeated the signal to prepare for battle. Made all clear for action. $\frac{1}{2}$ past 11, repeated the signal to bring to and form the starboard line of bearing. Repeated the signal for ships astern to make more sail. The enemy's fleet from the SSW to the SE by E. Repeated signal to bear up.

P.M.—At $\frac{1}{2}$ past 12, repeated the signal to engage

the enemy's line in the centre. At 1, brought the centre and rear of the enemy's line to action. $\frac{1}{2}$ past 1, repeated the signal to engage closer. At 2, several of the enemy's ships dismasted, with their colours struck. At 3, saw Camperdown, bearing SE distant 4 leagues. At $\frac{1}{2}$ past 3, the action ceased. Bore up, ran under the Admiral's stern and cheered him. Lay by to refit. Repeated signal to wear. At 4, repeated the signal to prepare for battle. $\frac{1}{2}$ past 4, wore after the remainder of the enemy's fleet. $\frac{1}{4}$ before 5, repeated the signal to come to the wind on the starboard tack. Repeated the signal for particular ships to stay by prizes. At 7, repeated the signal to make sail after lying by. At 8, fresh breezes and cloudy. At 10, repeated the signal to bring to on the starboard tack.

October 12th.

A.M.—Moderate and cloudy, several of the fleet and prizes in company. Admiral S $\frac{1}{2}$ E distant 2 miles. Do. weather, 8 prizes in company, 2 of which are Admiral's ships. At 9, saw Camperdown, bearing E $\frac{1}{2}$ S distant 6 leagues. At 10, answered signal for captain. Answered and complied with signal to wear. Sent 10 men and a master's mate on board of one of the prizes. Backing and filling and wearing occasionally.

Extract from the Minutes of the Court-martial on Captain John Williamson, who commanded the Agincourt in the action.—Courts-martial, volume 82.

[The evidence given at this trial throws considerable light on the events of the battle. But the court-martial were trying Captain Williamson on a definite charge, and were not assembled for the purpose of collecting material for future naval historians. The entire evidence of some of the witnesses, and many of the answers of others, have been omitted as they refer exclusively to the proceedings of the Agincourt. The confused ideas which existed in the minds of several of the captains as to the proper station of the Agincourt in the line will be almost incomprehensible to readers accustomed to the rigid order of a modern fleet. The series of blunders which resulted in the annihilation of the rear of the Dutch fleet are clearly described by several of the witnesses.]

At a court-martial assembled on board his Majesty's ship *Circe* in the river Medway on the fourth day of December, 1797, and continued by adjournments to this first day of January, 1798 (that day inclusive):

Present.

Skeffington Lutwidge, Esq., Vice-Admiral of the	
Blue Squadron of his Majesty's Fleet, President,	
Captain John Manley,	Captain Thomas Parr,
„ Thomas Bertie,	„ John Smith,
„ William Hargood,	„ Solomon Ferris,
„ John Lawford,	„ Henry Inman,
„ John E. Douglas,	„ Shulldham Peard.

The Court, pursuant to an order from the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c., bearing date the fifteenth day of November last past, directed to the said Skeffington Lutwidge, Esq., Vice-Admiral of the Blue and Commander-in-Chief of his Majesty's ships and vessels in the river Medway and at the buoy of the Nore, proceeded to inquire into the conduct of Captain John Williamson, late commander of his Majesty's ship *Agincourt*, one of the squadron under the command of Admiral Duncan, and to try the said John Williamson upon several charges, for that during the engagement of the said squadron under the command of the said Admiral Duncan with the Dutch fleet on the eleventh day of October last, he, the said John Williamson, did not upon that day, upon signal and order of fight and upon sight of several of the enemy's ships which it was his duty to engage, do his duty, and obey such signal, and also for that he did, on the said eleventh day of October last during the time of action, through cowardice, negligence or disaffection, keep back and did not come into the fight or engagement, and did not do his utmost to take or destroy such of the enemy's ships as it was his duty to engage, and to assist and relieve such of his Majesty's ships as it was his duty to assist and relieve, and having heard the witnesses produced in support of the charges, and by the prisoner in his defence, and having heard what he had to allege in his defence, and having maturely and deliberately weighed and considered the whole: the Court is of opinion that the charges of cowardice and disaffection have not been proved, that the other parts of the charges have been proved in part. Therefore, in consideration of the case and the nature and degree of the offence, the

Court doth adjudge the said Captain John Williamson to be placed at the bottom of the post captains list and rendered incapable of ever serving on board any of his Majesty's ships or vessels in the Royal Navy, and he is hereby sentenced accordingly.

DISPOSITION OF THE SQUADRON IN ORDER OF BATTLE
AND OF SAILING

	Repeaters No.	Ships	Captains	Divisional Commander.
Champion Larboard or lee division	1	Russell	Henry Trollope	Richard Onslow, Esq., Vice-Admiral of the Red, &c.
	2	Director	William Bligh	
	3	Montagu	John Knight	
	4	Veteran	George Gregory	
	5	Monarch	{ Vice-Adml. Richd. Onslow }	
	6	Powerful	Captain E O'Bryen	
	7	Monmouth	W. O'Bryen Drury	
	8	Standard	James Walker	
	9	Agincourt	Thomas Revell Shivers	
	10	Triumph	John Williamson	
Circe Starboard or weather division	11	Venerable	Wm. H. Essington	Adam Duncan, Esq., Admiral of the Blue, &c. Commander-in-Chief, &c.
	12	Formidable	{ Admiral Duncan }	
	13	Ardent	{ Captain W. G. Fairfax }	
	14	Bedford	R. R. Burges	
	15	Lancaster	Sir Thomas Byard	
	16	Bellicieux	John Wells	
	17	Adamant	John Inglis	
	18	Isis	William Hotham	
	19	Braakel	Robert James Mosse	

MEMO.—Vice-Admiral Onslow is to lead his division in order of sailing.

Given under my hand on board the Venerable in Yarmouth Roads, 7th October, 1797, ADAM DUNCAN.

To Richd. Onslow, Esq., Vice-Admiral of the Red, &c. &c.
By command of the Admiral, THOMAS BURNETT.

[In addition to the foregoing order, the following list, written on a card, is attached to Captain Williamson's defence. It is undated and unsigned, and may be a copy of the order of battle referred to by the prisoner in his cross-examination of Lieutenant

Retalick. This is also the order shown in Duncan's dispatch ('London Gazette,' October 16th, 1797). The verbal order given to the *Adamant* to take station next to the *Russell* of course altered both these arrangements.]

LINE OF BATTLE

Repeaters	Ships' names	Guns	Commanders
Beaulieu, frigate	Russell .	. 74	Richard Onslow, Esq., Vice-Admiral of the Red.
	Director .	. 64	
	Montagu .	. 74	
	Veteran .	. 64	
	Monarch .	. 74	
	Powerful .	. 74	
Circe, frigate	Monmouth	. 64	Adam Duncan, Esq., Admiral of the Blue and Commander-in- Chief, &c.
	Agincourt	. 64	
Martin, sloop	Triumph .	. 74	
	Venerable	. 74	
	Ardent .	. 64	
	Bedford .	. 74	
	Lancaster	. 64	
	Belliqueux	. 64	
	Adamant	. 50	
	Isis .	. 50	

Rose, cutter. Diligent, cutter. Active, cutter.
King George, cutter. Speculator, lugger.

CAPTAIN PETER HALKETT, of his Majesty's ship
Circe.

At daybreak I was about two miles to windward of the Dutch fleet. The wind was then about north-eastwardly. The *Russell* made a signal to look out north-east. Soon after several vessels were seen ahead, but reported to me to be fishermen, but on the pilot and officers going aloft, [they] called down from aloft that they saw mizen topsails, and bent

the signal for a fleet ; but in the act of hoisting it up to the masthead, the Russell and Adamant made the same signal. The pilot soon after said he saw an admiral's flag. I went up the fore rigging and saw over the fore yard that there was a flag, and distinctly saw that it was the British fleet. I made the signal to the Russell that I had discovered the Admiral, then made the signal to the fleet that the enemy was in sight and the compass signal how they bore, and the signal to speak the Admiral. After it was up about 20 minutes, the British fleet bore down and soon after answered the signal. When the fleet was near enough to distinguish signals, I made a signal of the force of the enemy, 16 sail of the line. I still carried a press of sail, and about 9 o'clock the Venerable hailed me. I told Admiral Duncan the force of the enemy, and received his orders. At that time we could not see the enemy from the deck. It was dark weather, but we could distinguish colours very well. Weather squally at times ; the enemy were then on our lee quarter. When the Venerable hailed me the enemy bore south-south-west, the wind was north-north-west. Before I spoke the Venerable the signal was made to prepare for battle, the only general signal I remember that was before 9 o'clock. Soon after, the signal was made to form the line south-east and north-west in the starboard line of bearing, and many pennants thrown out to ships to take their stations, and occasionally pennants thrown out for particular ships to alter course to port or starboard and to make more sail, likewise [those] that were astern. At 38 minutes after 10 o'clock, a signal for a general chase, and at 42 minutes after 10, it was again repeated with two guns, which was a signal for the whole fleet. At 44 minutes, a signal was made to engage as arriving

up. At 11 o'clock, we saw the land. At 11 minutes after 11, to shorten sail and then to take in two reefs. The Dutch fleet at this time was formed in a line ahead on the larboard tack, with topsails backing and filling to keep the stations in a line of battle at the distance of five or six miles to leeward. The signal was made to close a little after 11. At half an hour after 11, the signal to form the line as the ship's pennants were thrown out. Only three or four were thrown out, when it was hauled down and the signal made to keep in the Admiral's wake. At 43 minutes after 11, a signal was made for each ship to engage her opponent, and the Admiral bore up under double-reefed topsails. And at 12 o'clock a signal was made to engage and break the enemy's line. Before the fleet got into action, the signals for several ships to alter their course to port and starboard. At 54 minutes after 12, the *Monarch* broke the line, engaging on both sides; several ships in the rear soon after began to engage. I only saw the *Agincourt* once—I think a few minutes before the action began, she was then on our lee quarter under topsails, lying to on the larboard tack. She was the weathermost ship in the rear, though some ships in the van might be as far to windward.

LIEUTENANT WILLIAM RENTON, Second Lieutenant
on board the *Venerable*.

By the prosecutor :

Were you the signal lieutenant on board the *Venerable* in the action with Dutch fleet on the 11th October last, and where were you quartered?

I was signal officer, and quartered on the poop.

Have you got a copy of the signals with you that were made on that day, and also a line of battle as given to each ship, and can you swear to them?

I have both of them here in court, and can swear to them. (Witness produced both.)

Did you make the signal No. 7 with two guns, and for what?

We did make it with two guns, which was for a general chase.

Was the flag for a general chase flying some time before the guns were fired?

It was.

After you made the signal No. 7 did you make the signal No. 71, and for what?

We made the signal No. 71 for the van to shorten sail, and remain under the least possible sail, preserving the same order.

How long did the signal for the general chase fly?

Probably four or five minutes, till it was answered by the ships.

Some minutes after you made the signal No. 71, did you make No. 48, and for what?

The second signal after No. 71 was the signal No. 48, to form on the starboard line of bearing.

Did you make a signal No. 15, and for what?

Yes, for the fleet to bring to.

Before the fleet bore up, did you make No. 37, and for what?

I don't recollect any such signal as No. 37 made by the Venerable.

Did you make the signal No. 87, and for what?

We did, for the ships to windward to come down into the Admiral's wake.

Did you make the signal No. 36, and for what?

Yes, for each ship to engage her opponent in the enemy's line.

Did you make No. 36 just at the time that you bore up, that it might be conspicuous to all?

I observe by my minutes that No. 36 was made

five minutes before No. 14, which is to bear up and sail large. I do not recollect that they were kept up together.

How long did the fleet lie to, before you made the signal No. 14 to sail large?

But a short time; the Dutch ships were drawing fast in shore, and the Admiral was impatient to get down.

As the fleet was going down, did you make the signal No. 34, and for what?

We did, to pass the enemy's line and engage them to leeward, and *vice versa*.

Did you make the signal No. 5 with a red pennant over it, for what, and was it kept flying?

We did, the signal for close action. It was repeated by the Monarch and Powerful, and kept up on board the Venerable nearly an hour and a half, when it was shot away.

Were the signals No. 7 with two guns, Nos. 71, 48, 87, 36, 14, 34, 68, and No. 5 with a red pennant over for close action, in general answered by the fleet?

The weather was hazy to the best of my knowledge when No. 87 was made, and therefore I am not perfectly certain whether No. 87 was answered or not. All the other numbers were answered by every ship, to the best of my recollection, except No. 34, which was answered by every ship but the Russell, who I believe could not see it.

Was the Agincourt in her station at the time that the Venerable went down on the Dutch van?

I cannot exactly say where she was at the time we went down; I did not remark her particularly.

For what purpose did you make or repeat No. 14 after 12 o'clock?

To some ships that were not sailing large,

and bearing down to follow the example of the Admiral.

When the fleet bore up after 11 o'clock was not the situation of the Agincourt the most favourable that could be to select, steer for, and engage her opponent?

It was in the power of every ship to pick out her opponent. The two fleets were 16 sail to 16. The Dutch fleet was directly to leeward of us, and it was in the power of every ship to have passed through the Dutch line, who were by no means close, unless that ship had been previously disabled.

How was the wind from 8 o'clock A.M. to 12 and from 12 o'clock to two?

When we first saw the Dutch fleet, between 8 and 9 o'clock A.M., the wind was north-west, about 2 o'clock it was two points more to the northward, and when we left off action it was north-north-east, a light air. I am not exact to the time we first saw the Dutch fleet.

How did the enemy bear of the British fleet after 11 o'clock when that fleet bore up to sail large, and each to steer for and engage her opponent?

The centre of the enemy, I should think, bore nearly south-east.

How did the enemy's line ahead extend by the compass of each other?

I should think nearly north-east and south-west.

Was not the Venerable hard pressed by the enemy's van?—relate her situation to the Court—and was the Agincourt there to support her?

From the time we beat the Dutch ship the Staten Generaal out of the line, until Admiral de Winter's ship was dismasted, the Venerable had seldom less than two and sometimes three line-of-

battle ships upon her, besides a Dutch frigate and a brig, who fired at the Venerable as an opportunity offered, but I did not see the Agincourt there.

Did you make any signal to press the ships to windward to assist you, to make more sail, or had they all the sail they could set?

From the time we engaged until the signal was made for wearing, we had no signal that I recollect except that for close action, and the weather was too hazy and the ship too much covered with smoke to make observations.

Was the Ardent next the Venerable?

She was the next ship ahead of her.

Where should the Agincourt's station have been in the line of battle?

The next ship astern of the Triumph.

If the Agincourt had been in her station would the Ardent and Venerable have suffered so much as they did?

I do not think they would.

If the Agincourt had been next the Triumph, and in her station that day, do you think you should have seen her?

In some clear intervals, I daresay that I should.

Was there a signal made at $\frac{1}{2}$ past 8 or thereabouts for the sternmost ship to make more sail?

I am not quite certain, my journal commences at 9 o'clock on that day.

At what time did the action in the Admiral's division begin and end?

The Venerable, Triumph and Ardent commenced the action about 50 minutes past 12, and the firing ceased at 3 o'clock.

By the Court :

Where was the Agincourt's station in the line?

The second ship astern of the Venerable.

Do you recollect on some pennants being thrown out for some particular ships to make more sail, that the Agincourt's was one of them?

No, I do not; it is not in my minutes.

As signal officer, could such a signal have been made from the Venerable without your knowledge?

I imagine not.

Did you see the Agincourt after the action began?

No, I did not particularly notice her.

By Captain Williamson:

Was not Vice-Admiral Onslow's the van division of the fleet?

It was.

Did not the order for attacking the centre and rear of the enemy change the position of the fleet, and make the rear the van?

There was no signal made for attacking the centre. The signal was made for the English van to attack the enemy's rear.

Was there not a total change by the signals of the English fleet, the van for the rear, and the rear for the van?

It might be understood, as the signal was made for the English fleet¹ to attack the rear of the enemy, that it was also meant for our rear to attack their van, though the signal for inverting the line never was made.

Was not the signal No. 39 made, and for what purpose?

It was made but hauled down instantly, being a mistake.

Was there not an annulling signal, and was not that made after No. 39?

¹ English van is meant.

There is such a signal but it was not made.

You have said, had the Agincourt been astern of the Triumph, the Venerable would not have suffered so much. Was that the station of the Agincourt at any time astern of the Triumph?

Yes, in my belief it was.

Was not the Triumph in Admiral Duncan's division?

She was.

Was not the Agincourt in the rear of Vice-Admiral Onslow's division?

I did not understand it so.

Did I not wear the red colours and the pennant at the fore topmast head?

I think you did.

Do ever ships wear pennants at the mizen, fore or main topmast heads, but to distinguish the division they belong to?

The pennant at different mastheads certainly distinguishes their divisions.

If I had been next the Triumph and belonging to Vice-Admiral Onslow's division, should I not have been out of my station?

Not as I understood, but I may be mistaken.

By the Court :

Did the Agincourt bear up and engage the centre in consequence of the signal No. 39 made by mistake?

I did not observe ; I was too busy to correct the error I had made in hoisting No. 39 instead of 41.

Lieutenant Renton recalled at his own request to explain part of his evidence respecting the line of battle delivered into Court by him :

On the 4th of October last, the day after we arrived in Yarmouth Roads from a very long cruise,

I went ashore by the desire of Admiral Duncan for the benefit of diet and country air, for a severe scorbutic complaint which I had laboured under for a long time. I remained on shore till the 9th of October and came on board that morning that the fleet sailed. From that time until the 11th, in the morning, I did very little duty in the signal way, but on that day went on my station on the poop and took entire charge of them. In this interval, I find that a line of battle was delivered out by the Admiral's secretary, which was delivered to the fleet, and which contained some ships which are not in the line of battle which I delivered to the Court. Those ships were not in the action, and I suspect that the Court may be under the impression that I swore to the truth of my own line of battle being delivered to the fleet, which is not the case.¹

LIEUTENANT JAMES RETALICK, of his Majesty's ship
Monarch.

By the prosecutor :

Were you signal lieutenant on board his Majesty's ship Monarch on the 11th of October last, and where were you quartered ?

I was quartered on the poop.

Have you got a copy of the signals made that day and also a line of battle as sent to each ship, and can you swear to them ?

I have a copy of the signal log, and a line of battle sent by the Commander-in-Chief to the

¹ The list of ships referred to as having been distributed by the secretary is apparently that which is attached to the minutes of the court-martial, dated at Yarmouth, October 7th, 1797, and signed by Adam Duncan (*vide ante*, p. 311). The names of the Standard, Formidable and Braakel appear in this 'line of battle,' though they were not with the flag in the action.

Monarch, which I do make oath to and produce to the Court.

Is this your own log?

Yes.

What colour was the Agincourt's distinguishing vane, and at what masthead was it?

I believe on that day, blue at the fore.

Were the signals No. 7 with two guns, Nos. 71, 48, 36, 14, 34, 68, and 5 with red pennant over it for closer action, made, were they in general answered by the fleet, and did the Monarch repeat them?

No. 7 with two guns was repeated by us and answered generally. No. 71 the same, No. 48 the same, No. 36 the same, No. 14 the same, No. 34 the same, No. 68 the same, No. 5 without the red pennant was repeated and answered generally, but is not in our log minutes.

Were not pennants thrown out by the Venerable for the ships to take their stations in the order in which those pennants were displayed on purpose to keep the line perfect?

Yes.

Was the Agincourt's one of them?

I saw none but the Powerful's and the Director's.

Did not the ships whose pennants were thrown out engage in the rear of Vice-Admiral Onslow's division, and was not the Russell which was the first in the line of starboard bearing then the last in the rear of the Vice-Admiral?

From the smoke, I did not see any ship but the Powerful engaged in the rear of us, being to leeward of the ship we were engaged with. We supposed the Russell to be the last in the rear of our division.

Was there any signal made to invert the Vice-Admiral's division?

Not that I saw.

Where should the station of the Agincourt have been, and next to what ships on each side?

Astern of the *Triumph* and ahead of the *Monmouth*.

Had not all the ships who engaged in the rear of Vice-Admiral Onslow opponents, and could the Agincourt have found an opponent among the Dutch ships in the rear of the Dutch ship *Jupiter* which was engaged with the *Monarch*?

I have already said that, being to leeward, I could only see the next ship astern from the smoke.

What were the ships which the *Monarch* first engaged?

We opened our fire on the *Jupiter* and *Haarlem*, both sides at once.

Did you see the Agincourt at any time when the *Monarch* was engaged with those two ships, and did she in any manner assist the *Monarch*?

I did not see the Agincourt from the time we commenced the action until we had ceased firing.

Must you have seen the Agincourt had she been there and assisting the *Monarch*?

She might have fired into our opponent to windward and I not have seen her.

How many Dutch ships of the line were there in the rear of the *Jupiter*?

Three two-decked ships and one large frigate when we commenced the action.

How many English ships engaged in the rear of the *Monarch*?

I have already said that I only saw one.

Did the *Jupiter* and *Haarlem* strike, and to what ship or ships?

The Jupiter struck to the Monarch; but I did not see the Haarlem strike.

At what time did the Jupiter strike to the Monarch?

By the minutes at half-past one.

After the Jupiter struck to the Monarch, did the Vice-Admiral make the signal for ships in his rear to assist the van?

He made a signal for the Montagu to chase and engage the van, and the Russell to chase as denoted north-north-west; those were all.

Did the Agincourt assist the van?

The Agincourt's signal was made by the Vice-Admiral at 1 hour 34 minutes to stay by prizes.

When did the fire cease astern of the Vice-Admiral?

I don't know, it was ceased before we had done.

Did not the Agincourt, after the Jupiter had struck, make a signal that she was in condition for renewing the action, and at what time?

At 3 hours 27 m. P.M. the Agincourt made a signal to the Venerable that she was in condition to renew the action.

How long did the firing continue in the van after it ceased astern of the Vice-Admiral?

I do not know when it ceased astern of the Vice-Admiral.

By the Court :

When coming down to engage the enemy after the signal was made for each ship to engage her opponent, what ships were astern of the Vice-Admiral?

The Powerful, the Veteran, I do not recollect the next ship to her, the Russell, the Director, Adamant and Agincourt. There were some other

ships, but I was so much taken up in looking out for the Commander-in-Chief and repeating his signals that I did not take notice of any of them.

How many Dutch line-of-battle were in the rear of the Jupiter when the Monarch engaged that ship?

Three two-deckers.

How many of those three were engaged, and by what ships?

I only saw one and that was by the Powerful, from the smoke.

You say the signal No. 36, for each ship of the line to steer for independently of each other and engage respectively the ship opposite in situation to her in the enemy's line, was generally answered. Did the Agincourt obey that signal?

I cannot say, I do not know; she was coming down right astern. I saw her about a minute before we commenced the action.

Did the Agincourt, as far as you observed, do her endeavour in obedience to that signal, to get into action and to engage such ships as it was her duty to engage, assist and relieve such ship as it was her duty to assist and relieve?

I do not recollect what sail the Agincourt had set, she was coming down before the wind.

How far astern was the Agincourt leading down when you last saw her, and did she appear to be near the ships immediately ahead of her?

I suppose she was about a short half-mile from the Monarch. I don't recollect there was any ship ahead of her, between her and the Monarch; there were four ships abreast of each other.

What sail had the Monarch set at that time?

She was under topsails. We had hauled up our foresail not long before; the topgallant sails had been taken in before.

Did you observe the Agincourt backward in obeying the signal No. 36?

No, I cannot say I did.

Were all the Dutch line-of-battle ships in the rear of the Jupiter, when the Monarch came out of action, captured?

Yes, it was remarked on board us that they had all struck at the time we came out of action.

By the prisoner :

As there seems to be a difference between the line of battle given to you and that delivered to me, both of the same dates, do you know the Vice-Admiral's signature, and do you believe this (producing his line of battle) to be the Vice-Admiral's handwriting? ¹

I believe it to be his writing ; it looks much like it.

The HONOURABLE CHARLES PAGET, late Commander of his Majesty's sloop Martin.

The English fleet was on a wind on the star-board tack, about $\frac{1}{2}$ past 8 A.M. A private signal was made from Admiral Duncan, which was answered by some ships to leeward ; soon afterwards a general signal was made to bear up and sail large, which was complied with. I have no minutes of the signals with me, having left them on board the Martin sloop. About $\frac{1}{2}$ past 9 o'clock I saw a fleet to leeward which proved to be the Dutch fleet. I cannot state the bearings, but I suppose they were at the distance of 9 or 10 miles directly to leeward, the wind I think about north-west. Several signals were made, but I cannot possibly say what signals were made ; there were some that I recollect, one

¹ This document was apparently not sent in with the minutes.

for a general chase at about $\frac{1}{2}$ past 10 A.M. Another, for each ship to engage the enemy, for their mutual support, on arriving up with them. Another signal to take two reefs in the topsails, which was complied with ; another to come to the wind, or bring to on the starboard tack, I cannot say which. The signal was made for each ship independent of each other to bear up and engage their opponent in the enemy's line. I remember also a general signal for close action. The Agincourt bore up with the rest of the fleet, and appeared to me to haul for the rear of the enemy's line, the wind rather on her starboard quarter. She continued that course till within a mile, or a mile and a quarter of the Dutch line, where she wore and came to the wind on the larboard tack, and I believe hove to. She remained in that situation about half an hour and then bore up, and certainly did not break the enemy's line. I paid so much attention to the Commander-in-Chief, who by this time was in close action, that I did not pay attention to the Agincourt afterwards. The weather was fresh breezes and squally.

CAPTAIN JOHN PHILLIPS, late First Lieutenant of
his Majesty's ship Ardent.

By the prosecutor :

Were you commander of the Ardent in the action on the 11th of October, and where did the Ardent engage ?

I was the senior officer after the death of Captain Burges, who fell about 10 minutes after the action commenced ; she engaged the *Vrijheid*, the Dutch Admiral's ship.

Had all the enemy's ships in the van opponents ?

They had not.

Had the Ardent more than one ship engaged with her at one time?

She had two the beginning of the action, and about 2 o'clock she had 4 line-of-battle ships and a frigate.

Did you see the Agincourt's pennant flying for close action at any time?

About 10 minutes before one the signal No. 5 for close action with a red pennant, and a blue one at the mizen topmast head, which was the Agincourt's signal, was made. Captain Burges supposed the red pennant over No. 5 to be the Ardent's signal for close action.

When did the action commence with the Ardent?

About 8 or 9 minutes before one; immediately after the above signal she commenced firing.

When did it end?

About 10 minutes before 3 o'clock.

CAPTAIN JAMES WALKER, of his Majesty's ship
Monmouth.

By the prosecutor :

Were you captain of the Monmouth in the action with the Dutch fleet on the 11th October last, and what ship was your opponent on that day?

I was; my opponents were the Alkmaar and Delft.

Was not the Delft the last ship in the Dutch rear?

She was.

Do you remember the signal for a general chase being made with two guns?

I do.

To the best of your recollection did the Mon-

mouth pass the Agincourt about that time under a press of sail and close to her?

Some little time after the signal was made, the Monmouth did pass the Agincourt, every sail set and close to her.

Did the Monmouth always sail faster than the Agincourt, or not so fast?

It was allowed in the Monmouth by everybody that the Agincourt did sail in all situations faster than the Monmouth.

Do you recollect what sail the Agincourt had set when you passed her?

To the best of my recollection she had her three topsails double reefed, topgallant sails, foresail, royals, I believe staysails, and in the act of setting the fore topmast steering-sail.

As the Monmouth entered into action do you remember seeing the Venerable on the larboard tack standing for the Dutch van?

The Venerable was going down nearly before the wind.

To the best of your recollection where at that time was the Agincourt?

Lying to, on our weather quarter on the larboard tack, with her main topsail to the mast, with the foresail up.

When you entered into action, was there an opponent for the Agincourt, or not?

There certainly was an opponent, and I considered the Delft¹ as her natural opponent, and frequently said so to the officers.

¹ Captain Walker evidently thought that the lee division was to be inverted, and acted on his belief. The Agincourt's opponent was really the Leyden, and that of the Monmouth the Mars, if the ships of the van division were expected to take station from the Monarch, who naturally struck for the Dutch Vice-Admiral. If, on the other hand, the Agincourt was expected to engage the

Did you see the Agincourt when she began to fire or at any time firing, and where was she?

I did not see her fire at any enemy's ship except the Delft after she had struck, and into the Monmouth when she was running athwart her hawse, after the action was over in the rear.

Did she obey the signal No. 36 to steer for and engage her opponent?

No, she did not.

Did the Agincourt obey the signal No. 34 to pass through the enemy's line?

No, she did not.

Did the Agincourt obey the signal No. 68 for sternmost ships to make more sail?

It appeared to me that she might have made more sail at the time of our passing her.

Did the Agincourt obey the signal No. 5 with a red pennant over it for closer action?

It appeared to me that she did not.

Had not ships astern and to windward a better opportunity of seeing signals than the ships that first began to engage?

I should think so.

Did the Delft strike to the Monmouth, and did you take possession of her?

She did strike to the Monmouth, and we did take possession of her.

Did the Agincourt assist at any time to make her strike?

Certainly not.

If the Agincourt had assisted, must you have seen her?

Certainly, because I should not have attacked the Delft singly in that case, the Alkmaar being my opponent.

ship opposite to her in the line, it would appear that the Batavier was her proper opponent.

From the situation of the Agincourt, could she not have gone as well to the van or centre as the rear?

I presume she might.

Did you also take possession of a yellow-sided ship called the Alkmaar?

I did.

Had you more than your complement of men on board?

No, I was 70 men short.

How many men had you killed and how many wounded?

5 men killed and 22 wounded.

Did you make a signal that you were ready to renew the action, after you took possession of the Delft and Alkmaar?

We made it twice.

At what time did the action begin with the Monmouth and the enemy?

By our bells about 17 or 18 minutes past noon.

When did it end?

We were in action an hour and a half.

From what you have known and seen of the Agincourt's sailing, might she not have been ahead in her station and engaging her opponent, if she had not been improperly conducted or kept back?

I certainly do think that it was fully in the Agincourt's power to have engaged any one of the enemy's 16 ships.

By the Court:

Was there any British ship nearer the Monmouth than the Agincourt at the time you say the Agincourt was brought to on the larboard tack?

Yes, the Monarch and Powerful were very close to the Monmouth.

What ship did the Powerful engage?

The ship next astern of the Dutch Vice-Admiral. I believe it was the Haarlem.

Did any British ship engage the Alkmaar besides the Monmouth at any time?

Yes, the Russell did.

Was it before or after the Monmouth engaged?

After.

As you have already informed the Court that you engaged and took possession of the Alkmaar and Delft, inform the Court if, from the situation of the Agincourt, it was in her power to have taken the station which you state to have been taken by the Russell, during the time the Monmouth was left engaged with two ships.

Decidedly she might.

Could she have taken [the position] the Russell did to prevent your being engaged by two?

Certainly she might.

Did the Russell engage any ship before she engaged the Alkmaar, which you say she engaged after you?

Yes, the Delft, a broadside or two.

Did the Russell engage the Delft before or after the Monmouth?

After.

Inform the Court of the bearings and distance between the Russell and you ten minutes before the engagement, also the bearings and distance of the Agincourt at that time from the Russell?

The Russell was on our starboard quarter; she had hailed us about 10 minutes or a quarter of an hour before we went into action. The Agincourt at that time was following us, to the best of my recollection about a quarter of a mile distant.

Did you take notice of the Agincourt after this time?

I did.

In what situation was she when you did take notice of her?

I observed that she did not follow us into action and was brought to, to windward.

Did the Russell meet with any accident going down?

None that I know of.

Did the Russell, after firing into the Delft and Alkmaar, pass on towards the van of the enemy before either of those ships struck?

The Russell did the Alkmaar considerable damage, but left her before either had struck, and went on to the ship ahead.

You have said in one part of your evidence that the Russell engaged the Delft and Alkmaar after you, that she then passed on to the Haarlem, also the Delft and Alkmaar struck to the Monmouth—how do you account for this?

The Delft lay broad on the Alkmaar's lee quarter, the Monmouth was engaged with both, firing on both sides for near 50 minutes; when the Russell beginning to engage the Alkmaar to windward, the Monmouth backed abreast of the Delft and ceased firing our larboard guns. Shortly after the Alkmaar's mizen mast and mizen topmast being gone, and being very much cut up by the Russell and Monmouth, we bore up to engage the Delft to leeward till she struck, shortly after which the Alkmaar edged down, and upon my hailing her and threatening to fire into her if she did not strike, they answered that they would strike, and did strike immediately. Both captains came on board the Monmouth within the half-hour, said they had struck to the Monmouth, and that on the ship's arrival in port they would attest before a notary public, and did so.

Are we to understand that you was engaged 50

minutes with those two ships before the Russell came to your assistance?

By no means.

Did you observe the situation of the Agincourt when the Alkmaar struck to the Monmouth?

Yes.

Where was the Agincourt at that time, and at what distance from the Monmouth?

She was coming down from to windward, and at that time might be about a quarter of a mile from us.

Did you observe the Agincourt to fire after she came down?

I did, and towards the Delft, after she had struck.

Was that before the captain of the Delft went on board the Monmouth?

It was while the boat was passing from the Monmouth to the Delft.

Did the captain of the Delft mention the circumstance to you, when he went on board the Monmouth?

He did not that I recollect.

By the prisoner :

Did the Alkmaar strike to you before her mizen mast was shot away?

No.

How many minutes before you went into action did you observe the Venerable on the larboard tack standing for the Dutch van?

I saw the Venerable, immediately before we began the action, going down before the wind towards the Dutch Admiral half a minute before we went into action.

Did you commence action with the enemy to windward or to leeward of them?

To leeward of the Alkmaar and to windward of the Delft.

The Court asked :

Did the Agincourt as far as you observed do her endeavours in obedience to signals made to get into action, and to engage such ships as it was her duty to engage, and to relieve and assist such ships as it was her duty to relieve and assist?

No, she did not.

SIR HENRY TROLLOPE, Commander of his Majesty's ship Russell.

I was captain of the Russell, and the first ship I engaged was the Delft.

Just before the Russell began firing on the Delft did you see the Agincourt, and whereabouts was she?

She was to windward of the Monmouth, I should imagine from $\frac{3}{4}$ of a mile distance; the Monmouth was about 4 cables' length to windward of us.

When the action became general in the rear, did you at any time see the Agincourt, and where was she?

As we were passing, when we left the Delft to attack the Alkmaar, I saw the Agincourt then to windward nearly about the same distance as before. I did not see her afterwards till we had left the Alkmaar, which then had struck to the Russell, and were alongside of the Jupiter; the Agincourt was then about half a mile to leeward of the Alkmaar on her lee bow, and I saw the Agincourt fire into the Alkmaar, when I observed to my officers who were on deck that she was firing into a ship that had struck.

When the fleet bore up after 11 o'clock, was

not the Agincourt's situation the most favourable that could be for her to select, steer for, and engage her opponent?

Certainly. Each ship in the English fleet's situation was such that she might have engaged any one ship of the enemy's fleet.

From the number of ships that went into action with or near you, was it possible for the Agincourt to get an opponent in the rear of Vice-Admiral Onslow?

It was not.

How many ships of the enemy were there astern of the Jupiter, after the frigate the Monnikendam struck and left the line?

There were three.

How many English ships engaged astern of the Jupiter, the Dutch Admiral's ship? Name them.

I never saw any closely engaged but the Powerful, the Monmouth, and the Russell.

How many English ships were there in the rear and to leeward of Vice-Admiral Onslow after the Jupiter struck?

In addition to the three before-named there were the Agincourt and Adamant.

Did your ship repeat and keep flying the signal for closer action, and was it kept flying by other repeaters that you saw? Mention the names of the ships that had it flying.

We did repeat it from the Monarch, and the Powerful hoisted it, and we observed hauled it down again soon afterwards. I did not see any other ships repeat it.

Why did you leave off engaging the Delft and Alkmaar?

I left off engaging the Delft because she was so disabled as not to return our fire, and being told

that there was a ship which we supposed to be the *Monmouth* on the lee quarter or beam of the *Delft*, I then thought it best to engage the *Alkmaar*, which had no opponent closely engaged with her. I left off engaging the *Alkmaar* because she had struck her colours.

Did you see what ship made the *Wassenaer* strike?

I did not see what ship made her strike her colours when she first went out of the line, but a Dutch brig followed her, fired at her, and she hoisted her colours again; and on the *Russell* coming alongside of her, and firing one or two guns, she hauled them down again to the *Russell*.

At what time did the action begin with the enemy and the *Russell* in the rear, and when did it end?

It began 37 minutes after 12 o'clock. I considered it as ending in the rear by the *Jupiter* striking to the *Russell*, at about, from my best recollection, from 20 minutes to half an hour past one, but the *Wassenaer* did not strike to the *Russell* till about three-quarters of an hour past two.

JOHN MAVER, Senior Lieutenant of the *Agincourt*.

We reefed topsails a little after 11 o'clock; when we saw the Vice-Admiral put his helm a-weather and bear down, we followed him in his wake. As we drew near the Dutch line, we saw the Vice-Admiral go down to the Dutch Vice-Admiral and engage him on the lee quarter; two or three minutes after that we engaged a Dutch yellow-sided ship to windward. After engaging her about 20 minutes she kept edging down; we edged down also, but forereached ahead of her—we forereached so much upon her that we could not bring our guns to bear

upon her any longer. We edged down more and got our guns to bear on a black-sided ship. We had engaged that black-sided ship about half an hour. The Dutch ship we had first engaged drew up close to her ; some of our own ships crowded close astern of us, that we were afraid of getting foul of one another. Captain Williamson mentioned that we were in danger of getting foul of one another here, he said we must make sail and go ahead and get into the van ; we hauled aboard the fore tack and hauling aft the fore sheet. The boatswain came aft and informed Captain Williamson that the fore mast was gone. 'What do you mean by saying gone ?' Captain Williamson said to him. The boatswain said it was badly wounded. The carpenter was sent for ; Captain Williamson ordered him forward to examine the mast. The carpenter came aft, and told him that it was in danger if any press of sail was put on it. We hauled the foresail up. There was a black ship lying to leeward of us. Captain Williamson said, 'We will go down to this black ship, as we cannot go to windward, and engage her.' The Monmouth (I believe it was her) got to her before us. Captain Williamson said this ship was always in our way. In going down we fired some shot from our larboard guns, I think into the Dutch Vice-Admiral. We came under the lee of a yellow-sided ship, which we engaged with our larboard guns. After engaging some time, her mizen mast fell over the side, she fell broad off from the wind ; we thought she was bearing up to come across our stern to rake us. She was well aft upon our quarter at that time. We put our helm a-port to prevent her from raking us, as we had gotten a little before the wind. The Dutch ship came to the wind again ; we put our helm hard a-starboard and brought to the wind again. She ceased firing, she showed no colours ; her colours

falling over the side with her mizen mast, we imagined she had struck. Captain Williamson ordered the main topsail to be filled, he said he would leave her to the Monmouth, or any other ship ; he said he would go ahead and try to assist the van. A large Dutch ship coming down before the wind, trying to make her escape to run on shore ; to stop her from running athwart our bows we backed the main topsail again. As she drew near us she hove to, the yellow-sided ship that had her mizen mast shot away lying upon our weather bow, the ship that was running on shore brought to upon her weather bow ; we filled our main topsail and shoved up under her lee. We hailed her with a trumpet ; she told us she had struck, and requested that we would take charge of her. The boat was hoisted out, I was sent on board with five men, a midshipman, besides the boat's crew. I was ordered by Captain Williamson to send the captain of her on board with his principal officers. At this time the action had ceased in the rear, but not in the van. The ship I boarded was the *Wassenaer*.

CAPTAIN EDWARD O'BRYEN, Commander of H.M.S.
Monarch.

By the prosecutor :

Were you captain of the *Monarch* in the action with the Dutch fleet on the 11th of October last?

I was.

Did the *Monarch* engage the *Jupiter*, and was the *Agincourt* assisting in making her strike?

The *Monarch* did engage the *Jupiter*, but I did not see the *Agincourt* till after the action in the rear had ceased.

Was there any signal made for inverting the Vice-Admiral's division?

None to my knowledge. If there had been I should have been acquainted with it, as the Vice-Admiral made me read the signals to him, that we might understand them alike to see that they were correct.

Was not the Russell considered the first ship in the Vice-Admiral's division, when the signal was made for the van of the British fleet to attack the Dutch rear?

From the line of battle given out I conceived her to be so, and hailed the Russell, in consequence of Vice-Admiral Onslow's orders, to engage the sternmost ship of the Dutch line.

By the Court :

At what time did you hail her ?

I do not know the exact time, but it was while we were running down to the Dutch fleet.

Did you consider the Powerful as in her station when engaging the ship astern of the Monarch ?

No. The Powerful's station ought to have been between us and the Commander-in-Chief.

Where then was the Agincourt's station in your opinion ?

The Monmouth should have been next the Powerful, the Agincourt next to her, the Triumph, and then the Commander-in-Chief.

Would the Agincourt then have been the nearest ship of the Vice-Admiral's division to the Commander-in-Chief ?

Certainly she would.

Was any signal or signals made by the Vice-Admiral, to point out to those ships you have mentioned that they were not in their stations ?

I do not recollect that there were any made. If there were any they will appear on the Monarch's ship signal log-book. I hailed the Russell to

inform the Monmouth that she was to keep more to port, that her station was between us and the Commander-in-Chief.

When the signal No. 48 was made, to form the starboard line of bearing, did the Agincourt do her endeavours to get into her station?

That signal appeared to me to have been generally misunderstood. The Monarch took her station as by signal directed and left a space by quadrant for four ships between the Monarch and the Commander-in-Chief, which space was not filled but by the Triumph, who was the Commander-in-Chief's second, which shows that the space between her and us was unoccupied.

Did the Jupiter strike to the Monarch?

The Monarch engaged the Jupiter upwards of an hour and a half, when the Russell came up, who fired a broadside, at which time the Jupiter had inverted her jack at the mizen peak, her colours having been shot away. Her flag was still flying, the Dutch Rear-Admiral speaking to us from the poop of his ship to desire us to desist from firing any longer as they had struck.

Relate to the Court the situation of the ships nearest the Vice-Admiral at that time.

The Dutch ships in the rear had all struck. The Agincourt, as I have expressed before, was on our lee bow. The Adamant also on our lee bow. And the Russell passing us close to leeward, so close that the signal officer hailed the Russell and begged them to desist firing as the Russell's shot were passing through and through us. I do not recollect the situation of any other ship at that time. I should not have mentioned this circumstance for any other reason than to prevent the like accidents happening again, and I really believe that Captain Trollope thought the Russell's shot were going into

the Jupiter, as he certainly came up on purpose to assist us.

From the situation of the two fleets immediately before you went into action, do you think every ship in the British line could have found an opponent in the enemy's?

I do think that every ship in the British fleet might have found an opponent that day, as we were sixteen ships to sixteen and the Dutch fleet lying to leeward of us.

Did the Agincourt as far as you observed do her endeavour, in obedience to the different signals made, to get into action and to engage such ships as it was her duty to engage, and to assist and relieve such ships as it was her duty to assist and relieve?

I do not think that the Agincourt complied with the signal No. 48, which I think it was in her power to do; but I do not know what share of the action the Agincourt might have had astern of the Monarch.

The question was repeated by the Court.

No, I do not think she did. I think every ship might have got into her station that day from the situation of the two fleets.

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September 1899.







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